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CITY OF HAMILTON

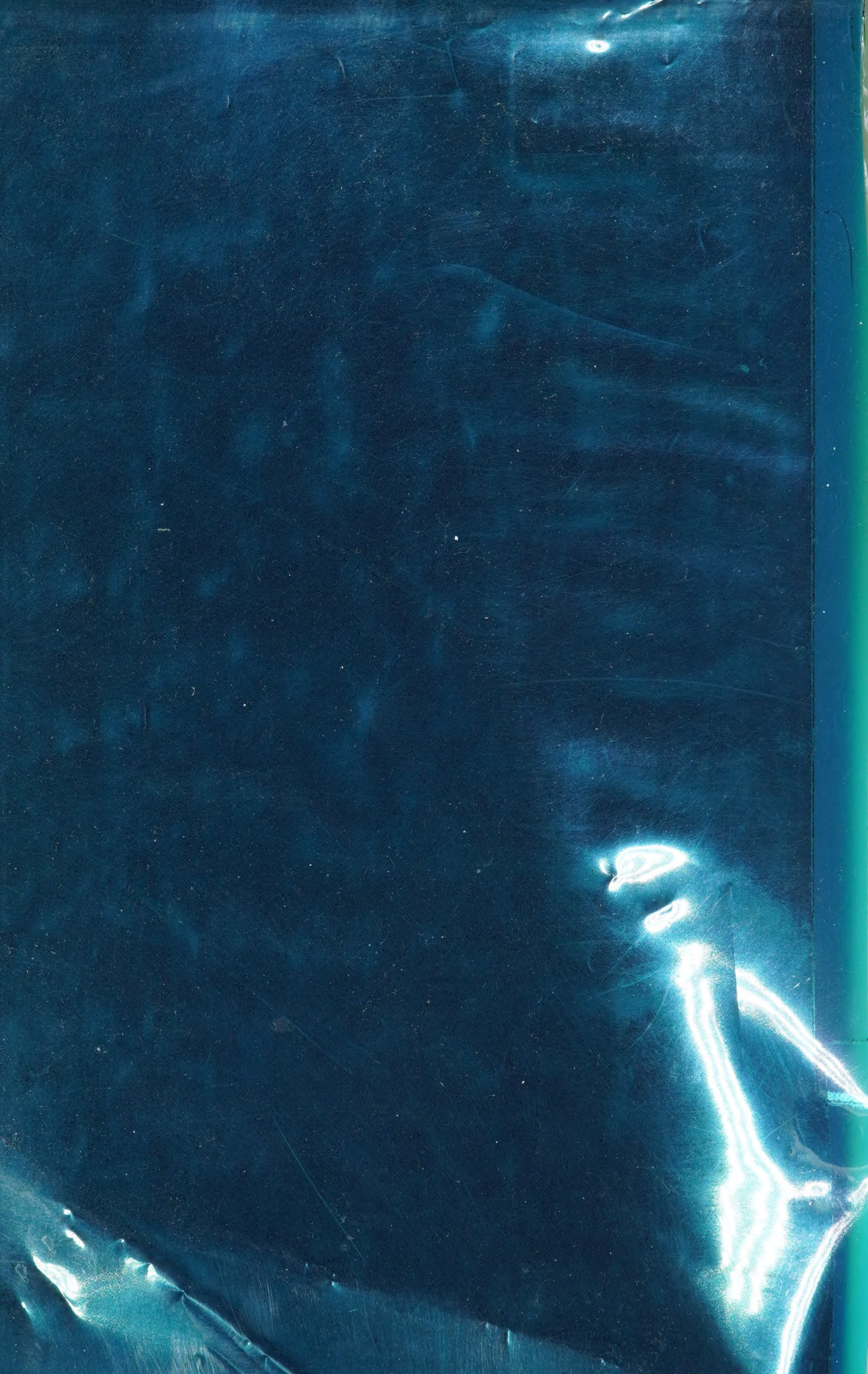
CENTRAL AREA PLAN

UPDATE

DRAFT

URBAN MUNICIPAL
SEP 1987
GOVERNMENT DOCUMENT

PREPARED BY
THE PLANNING AND DEVELOPMENT DEPARTMENT
IN CONJUNCTION WITH
THE CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
AUGUST 1987



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INTRODUCTION

THE PURPOSE AND NATURE OF THE CENTRAL AREA PLAN

Location

The Central Area is that portion of the City bounded by the Bay, Queen Street, the Escarpment, and Victoria Avenue. It includes Durand, Corktown, Central, Beasley, North End East and West Neighbourhoods and portions of Landsdale and Stinson west of Victoria Ave.

Purpose of the Plan

The purpose of this Plan is to provide a land use guide for the Central Area of the City of Hamilton from the present to the year 2001.

The Central Area Plan has been prepared in response to the need for a strong statement and clear intent on the appropriate future direction for the Central Area of Hamilton. The Plan provides objectives and policies which reflect the Central Area's role as the centre of the Region.

The Plan stresses the importance of a healthy, vibrant, well-designed, human-scale environment to the economic well-being of the Central Area. Policies are aimed at building on the Central Area's existing attributes, creating an environment conducive to investment, regeneration and growth, and maximizing the benefits of co-ordinated long-range planning and implementation in the Central Area.

This Plan is a revision of the original Central Area Plan approved by City Council in January 1981. It is based on recommendations by the Central Area Plan Implementation Committee (CAPIC), an advisory group of business, labour, residential and other community representatives reporting to the City of Hamilton Planning and Development Committee.

The original Central Area Plan has been re-examined and re-affirmed given the time which has elapsed since it was prepared and the experience in implementing it. The original goals and policies of the Central Area Plan are re-emphasized and in some cases replaced.

The document suggests the best ways to capitalize on the assets of the most important area of the City. Policies are established to protect and enhance public and private investment in the Central Area. The Plan attempts to balance commerce, livability and social improvements.

The plan provides the terms of reference for public works and private initiatives in the Central Area and functions as a standard against which the City can evaluate the appropriateness of such initiatives in relation to the long-term growth and management strategy.

It also links the broad policies of the Regional Municipality of Hamilton-Wentworth Official Plan, and the specific, detailed policies of the Neighbourhood Plans and other studies as they relate to the Central Area.

Nature of the Plan

In essence, the NATURE of the Central Area Plan is as follows:

- The Plan continues the philosophy outlined in the original Central Area Plan (1981) for the development of the Central Area;
- The Plan is organized under the main headings of Land Use, Movement, Urban Design, Compatible Use and Implementation. Goals and policies are listed under each heading;
- Policies in the Plan will be used to guide Council in making decisions which affect the Central Area;
- Adoption of the Plan will set the stage for further investigation of ways to achieve the desired goals;
- Implementation of the policies contained in the Plan will be co-ordinated and consistent with other Central Area initiatives. Co-ordination of priorities for implementation is vital. Studies and actions necessary to implement the plan will be outlined and co-ordinated by C.A.P.I.C.;
- That public participation be provided for through the implementation and review of this Plan;
- The Central Area Plan will be approved by City Council and the Region of Hamilton-Wentworth in the form of an Official Plan Amendment. Any Amendment to the Central Area Plan will be by Council resolution and amendment to the relevant portions of the Official Plan.

GOALS OF THE PLAN

The goals of the Central Area Plan are to:

- Raise the priority of the Central Area in terms of planning, development, implementation, monitoring and promotion;
- Maintain and increase the resident population;
- Direct new multi-purpose developments into the downtown core with special emphasis on residential components;
- Minimize the impact of through-traffic on the downtown core and residential neighbourhoods;
- Encourage mixed-use development;
- Encourage effective urban design, architectural considerations, and energy conservation in land use and building location, content, and style through input from an urban design team;

- o Emphasize desirable special objectives in land use, building and amenities;
- o Encourage suitable waterfront development with appropriate links to the downtown;
- o Enhance the Central Area's role in the Hamilton-Wentworth Region and the surrounding Market Area particularly regarding commercial development; and,
- o Direct attention to the primary objectives of growth, job creation and a healthy economy.

BASIS OF THE PLAN AND ASSUMPTIONS

The original Central Area (1981) Plan adopted what it described as a "new philosophy" for the City of Hamilton's Central Area. It stated:

> "An attractive, lively, human-scale environment with the physical, social, and human infrastructure in place will both improve the downtown quality of life, draw people to the area, and thus, encourage the private sector to expand the residential, commercial, and industrial sectors. At the same time, the Plan attempts to make the downtown more efficient by recommending the appropriate balance among the various elements comprising the development pattern. It is this approach, concentrating on desired development, the environment, the services, and their inter-relationships, which makes this Plan so important for the future of the Central Area of Hamilton."

The Regional Centre

The Regional Official Plan states specific objectives for Central Hamilton as follows:

2.2.1 "It shall be the policy of Regional Council:

2.2.1.1 To designate central Hamilton as the Regional Centre.

2.2.1.2 To require that the City of Hamilton, in its Official Plan, recognize the Regional Centre as a multi-use area including the following activities:

(a) Retail

(b) Offices

(c) Compatible manufacturing

(d) Residential

(e) Social, community and health services

2.2.1.3 To require that the City of Hamilton, in its Official Plan, permit and encourage sufficient office and retail space in downtown Hamilton. Downtown Hamilton shall be developed in a fashion consistent with the characteristics of a Regional Centre and shall include:

(a) Provision of a wide range of retail outlets including major and junior department stores, specialty, food and general merchandise stores.

(b) Provision of a wide range of office functions including head and branch offices of companies and offices of Provincial, Federal and Regional Governments.

2.2.1.4 To require that the City of Hamilton, in its Official Plan, establish a program to enhance the environment in the Regional Centre through urban design policies, retention of buildings of significant architectural or historic merit and the improvement of pedestrian and vehicular access and flows.

2.2.1.5 To support the City of Hamilton in its program of enhancement of the Regional Centre through the provision of appropriate Regional facilities and services.

2.2.1.6 To promote the location of a multi-mode (trains, buses) transportation terminal in the Regional Centre if feasible."

The Central Area has developed facilities and services of a sufficiently high order of quality that it attracts people from beyond the City and Regional boundaries. As a government centre, the Central Area contains a number of Federal and Provincial district offices and agencies that serve other area within Hamilton-Wentworth, Niagara, Haldimand-Norfolk, Halton and Waterloo Region, as well as Brant and Oxford counties. In addition, many non-profit agencies located in the Central Area provide services for those living outside the City.

As a cultural centre, the Central Area attracts people to such places as the Art Gallery, Hamilton Place and Copps Coliseum from throughout the Golden Horseshoe and beyond.

Further, shopping facilities in the downtown, including Jackson Square, Hess Village and the Farmer's Market provide a major attraction into the City.

People visiting the Central Area for a variety of reasons provide economic benefits to the entire Region. Therefore, policies in this Plan aim to maintain and strengthen the economic and source viability of the Central Area.

Central Area Trends

The nucleus of new development in the Central Area has been provided through the Civic Square Redevelopment Project encompassing both commercial and institutional uses. Hamilton Place, the Library, the Farmers Market, the Art Gallery, Copps Coliseum, and the Convention Centre provide cultural,

educational, entertainment, sports, and tourist magnets, offering valued services and attractions and enhance Hamilton's image. Their concentration in the core area emphasizes that the downtown is the heart of the City and Region.

In recognition of the necessity for a vibrant, growing, downtown core, the Downtown Action Plan was prepared in 1982. The Downtown Action Plan implements the philosophy first enunciated in the Central Area Plan (1981) that investment and people will be attracted to the Central Area by the creation of a more visually appealing, attractive, and comfortable environment.

The Downtown Action Plan addresses streetscaping, marketing, and traffic needs. It has resulted in the redesign of Gore Park as a people place, the creation of a bus mall on the south leg of King Street at Gore Park, and ongoing streetscaping improvements to King Street and surrounding area. In total, over $8 million in public money will be spent as a result of the Downtown Action Plan.

Recently, new interest in residential development is occurring. The original Central Area Plan promoted the addition of residential uses to the core area to stimulate the commercial, institutional and other uses and to increase activity and interaction in the downtown area in non-working hours.

Since much of this residential development has been higher cost condominiums, there is a need for additional affordable housing in the Central Area. This may best be provided by Non-Profit and Co-operative Housing groups. It is the aim of the Central Area Plan to provide for a mix of housing types and tenures in the Central Area. Mixed income family housing in the Central Area is essential in providing for a vibrant and active downtown.

In addition, the idea first enunciated in the Central Area Plan for a recreation centre on King East in the vicinity of Ferguson and Wellington as an alternative and eastern anchor to Jackson Square is still alive. This shows the renewed interest in the King East area for non-commercial activities such as housing and recreation.

THE PLAN AND THE FUTURE

This Plan recommends a creative approach to planning the downtown core and surrounding area, in an effort to encourage development that incorporates mixed land use, the human scale, good urban design principles and a positive contribution to the urban fabric.

This Plan reinforces the approach stated in the original Plan:

> "Private investment cannot be attracted to an area simply by designating lands for the desired use in land use plans. This has been the approach taken by the City, perhaps as a result of the high growth forecasts of the 1950's and 60's, before the energy crisis and passing of the baby boom. For example, it is estimated that existing zoning in the downtown alone would permit the development of over 35 million square feet of commercial floorspace. The existing commercial floorspace is some 2.3 million square feet or 7% of that permitted.
>
> Development policies are of no value if development is not forthcoming. Stronger incentives are required than merely designating and zoning lands for the desired use.
>
> This Plan takes a different approach based on the understanding that indirect inducements and incentives to private investors and consumers (and the resulting decisions, investments and consumption patterns) are often more powerful than providing direct government services."

New development should capitalize on this supply of many underutilized sites, as well as the rich stock of existing buildings, the potential for a stronger service centre, and the creative instincts of the people.

In summary, the updated Central Area Plan looks at the Central Area as the strategic and vital element in the City, which can crete a new image and opportunity for investment. As such, the Central Area should continue to receive high priority from all levels of Government.

THE PLAN

4.1 DOWNTOWN CORE

In accordance with the Regional Official Plan, the Downtown Core and Central Hamilton's Downtown Core can be defined as Greater Hamilton's Regional Centre. As a primary economic area, intensive commercial activities are encouraged. As a centre of government and social services, lands in the Downtown Core will permit and encourage institutional activities. In addition, high density residential uses will be encouraged, including mixed use commercial residential developments.

It is the intent of this Plan to provide for an attractive, vibrant, well-designed and human scale environment which will make the Central Area a desirable place for further growth. In order to achieve this, the Plan promotes the Downtown Core as the Regional Centre for a mix of uses fostering a high level of employment opportunities, economic activity and government and social services.

Therefore, a wide range of retail outlets are encouraged, including full-line and junior department stores, specialty, food and general merchandise stores. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate serving both Region-wide and specialized interests in the Downtown Core. The Plan also promotes the location of district offices of Federal, Provincial and special interest agencies serving residents throughout the Region and beyond.

Permitted Uses

4.1.1 To maintain and enhance the Downtown Core as a Region Centre, a mix of uses will be encouraged. These uses are as follows:

i) High-intensity, high-density commercial uses of the nature of office towers or concentrations of stores and offices in individual buildings at street level;

ii) High-density Residential development, including mixed use commercial, residential buildings; and

iii) Institutional uses, particularly Government, Social Service and Non-Profit offices servicing local and surrounding residents.

High Density Commercial Uses

4.1.2 To strengthen the Downtown Core as the primary commercial centre of Region, the Downtown Core will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities and draw people to the area.

Commercial Uses

4.1.3 Council will encourage the following Commercial uses to locate in the Downtown Core:

i) department stores and other large retail outlets;

ii) head and branch offices of finance, insurance, real estate and other service firms.

Commercial Areas

4.1.4. To enhance existing commercial areas in the Downtown Core and provide alternative focal points and activity centres to Jackson Square existing commercial development along James Street North and James Street South, in Hess Village, and the area east of James Street will be reinforced and intensified, recognizing their special atributes and characteristrics.

4.1.5. The consolidation of existing Commercial development in the Downtown Core will be encouraged through infilling, intensification and rehabilitation.

Mixed Uses

4.1.6. Mixed office/retail and residential buildings will be encouraged, where feasible.

Residential Uses

4.1.7 Residential development will be actively encouraged through actions taken by Council such as special studies, incentives, and land acquisition.

4.1.8 Conversion of non-residential uses to residential will be encouraged, particularly underutilized commercial space and upper floors of retail space.

Government

4.1.9 City Council will encourage Federal and Provincial Governments and Public Agencies to locate district offices in the Downtown Core in order to strengthen and enhance the role of the Downtown Core as a Government Centre.

Non-Profit Organizations

4.1.10 Council will encourage the location and expansion of Non-Profit organizations in the Downtown Core to service and attract local and surrounding area residents.

Open Space

4.1.11 Open leisure space will be provided in the Downtown Core to contribute to the general amenity.

Eastern Anchor

4.1.12 Council will encourage the establishment of an eastern anchor on King Street East to link activities at the centre of the downtown core with Wellington Street. An eastern anchor may conssit of, but shall not be limited to, a major retail complex, office development, mixed use building and/or leisure centre.

4.2 MIXED USE

Areas designed for mixed Use area me intended to function as a mixed use area where new development and expansions of all types of activities will be permitted, provided it can be determined that it will not have an adverse impact on adjacent land uses. Uses permitted in the Mixed Use area include Light Industrial, Commercial, Residential, Institutional, Recreational and all ancillary uses.

In the Mixed Use area, careful attention will be paid to the location of any new residential uses in relation to existing uses so that the residential component is attractive, healthy and livable.

Goals for the industrial, commercial, residential, institutional and recreational uses permitted within the Mixed Use areas are as follows:

- To permit existing uses to remain, where appropriate;
- To encourage a mix of new uses;
- To achieve rationalization of different land uses so that pockets of new development will not adversely affect existing uses;
- To consider each application for new development or expansion on its individual merits with a view to the long-term goals of the Central Area Plan for growth and revitalization in the Central Area and an attractive, healthy environment for residents, business and industry.

Permitted Uses

4.2.1 Policies

Within the areas designated Mixed Use on Map 1, the uses permitted will be any of commercial, industrial, residential or institutional/ recreational, provided they will not have a negative impact on adjacent land uses.

Compatibility of Uses

4.2.2 The expansion of existing commercial, industrial, multiple residential, institutional and recreational uses and establishment of new uses will be encouraged in accordance with policies relating to the compatibility in Section 4.10 (Compatibility of Uses) of the Plan.

Industry

4.2.3 Appropriate light industrial uses will be permitted in Mixed Use Areas, such as, but not limited to, food processing, warehouses, manufacturing or assembly plants, laboratories, research facilities, professional and business service establishments and communications facilities or related uses.

Incentives

4.2.4 Inducements to encourage appropriate industries to locate in the Central Area will be explored with the Region through study by the Economic Development of similar actions by other cities, special legislation, promotion techniques, possible acquistion of property and re-use of existing buildings.

4.3 MIXED INDUSTRIAL/COMMERCIAL

In Mixed Industrial/Commercial areas, a mix of variety of uses, except residentia is permitted. Industries unsuitable for the Mixed Use areas may be more suitably accommodated in the Mixed Industrial/Commercial designation.

It is intended that existing development in Mixed Industrial/Commercial Areas remain where viable. In addition, new development should be compatible with surrounding uses and be considered with a view to the long-term goals of the Central Area Plan.

Permitted Uses	4.3.1	Within the areas designated Mixed Industrial/Commercial on Map 1, uses permitted will be any of commercial, industrial, institutional and recreational, provided they will not have a negative impact on adjacent land uses.
Additional Policies	4.3.2	Notwithstanding Section 4.2.1, the policies of Section 4.2.3 (Mixed Use) of the Plan shall apply to Mixed Industrial/Commercial areas.
Waterfront Lands	4.3.3	Mixed Industrial/Commercial uses designated for Shipping and Navigation on Map 1, should be primarily used for these purposes. However, when Shipping and Navigational use is no longer viable for these lands, they should be developed as Mixed Industrial/Commercial areas.

4.4 NEIGHBOURHOOD RESIDENTIAL

The areas designated for Neighbourhood Residential are lands where the predominent use is and will continue to be housing. These existing residential neighbourhoods should be preserved and strengthened and Only uses compatible with housing will be encouraged to remain or locate within these areas. Commercial, institutional and recreational uses of a scale and type which is appropriate to the needs of the Neighbourhood are encouraged.

A strong residential component close to the downtown is essential to:

- maintain and enhance the downtown's economic and service functions;
- reduce dependency on commuting and transportation facilities; and,
- ready market for the downtown's concentration of government, retail, institutional and service facilities.

Permitted Uses

4.4.1 The areas designated Neighbourhood Residential on Map 1 will be preserved as prime residential locations where residential development will be enhanced and protected through:

i) provision of human and community services;
ii) zoning protection;
iii) re-routing of traffic;
iv) separation and buffering of incompatible use; and,
v) other appropriate measures.

4.4.2 Local commercial, institutional and recreational uses will be permitted at a scale and type compatible with the residential uses.

Variety of Housing

4.4.3 Within areas designated Neighbourhood Residential, a variety of housing types and tenures will be encouraged. Special emphasis will be given to suitable accommodation for families.

Social Housing

4.4.4 Integrated social housing which is well-designed, contains approprate amenities for its tenants and takes advantage of services and facilities existing in the area will be encouraged.

Traffic	4.4.5	In keeping with existing policy, traffic will not be routed through existing residential areas, in order to minimize through traffic.
Rehabilitation	4.4.6	The rehabilitation of older or deteriorating housing will be encouraged whenever possible and desirable.
Preservation	4.4.7	Demolition control legislation will be used as a means to preserve viable dwelling units.
Infilling	4.4.8	Redevelopment in the form of rehabilitation and infilling of a scale and design which is compatible with existing development will be encouraged.
Low-rise, Medium-Density Development	4.4.9	Innovative low-rise, medium-density developments which are energy-efficient, respect existing views and vistas of the Bay and the Escarpment and are of high architectural standard will be encouraged.
Park/ Residential Development	4.4.10	Special areas will be set aside for integrated park and residential development designed to preserve and revive existing older neighbourhoods.
Community Facilities	4.4.11	The existing infrastructure of community facilities and services, such as schools, hospitals, day-care facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained, improved and augmented.

4.5 PARKS

The areas designated Parks are lands to be used for Recreation and all ancillary uses. Parks and open space are a vital part of the Central Area's attraction as a people place. Areas designated Parks serve to support and balance the other uses in the area, particularly residential.

The lands of the Escarpment and the Waterfront, two of Hamilton's best natural assets, should be properly utilized for park and recreational purposes to improve the quality of life and the City's image. The unique features of the Waterfront are dealt with in Section 4.6 (Waterfront Recreation).

Neighbourhood parks are intended to serve neighbourhood residents and should be of high quality and designed to meet the needs of the neighbourhood.

Use

4.5.1 The areas designated Parks on Map 1 are to be used for developed and undeveloped parks and open space of local and area-wide appeal.

Park Development

4.5.2 Parks and open space in the Central Area should be planned, acquired and developed to a high standard, as well as expanded and integrated with other land uses and activities. The areas designated Parks will receive high priority for development, improvement and expansion.

Park Categories

4.5.3 Parks in the Central Area will be designated by use and function as Community Neighbourhood, City-wide and Metropolitan Parks.

4.5.4. Parks will be designated and defined in the review and preparation of Neighbourhood Plans.

Preservation of Open Space

4.5.5 Parkland will be designated to reflect the need parks and open space in the Centreal Area Core should be given to ensure the preservation of existing open space.

4.6 WATERFRONT RECREATION

The Plan designates certain areas in the North End bordering the Hamilton Harbour to be used for Park and open space, limited commercial and other viable uses.

This area will balance the commercial development of the downtown with recreation-oriented development. Uses, including selected commercial, should be developed to enhance the recreation function of the area and should be carefully integrated to allow for a high quality of development. The waterfront area should be planned, designed and developed to a high standard and acknowledged as a priority project within the City.

This area is of prime importance to the fulfilment of the objectives of the Central Area Plan. It will serve as an attraction for local residents and tourists. As such, areas designated Waterfront Recreation will be enchanced as an attractive place to view from land and water, as well as a pleasant place for canoeing, sailing and recreational pursuits.

Although a portion of this area is currently used for Shipping and Navigation purposes, (see Map 1) it is the intent of this Plan that the lands be used for Waterfront Recreation when they are no longer required for Shipping and Navigation.

Permitted Uses

4.6.1 The areas designated Waterfront Recreation on Map 1 will be used primarily for park and open space purposes. Limited commercial and ancillary uses which are compatible will also be permitted so that the area evolves as an attraction and showpiece for the City and Region.

Waterfront Development

4.6.2 As prime recreational areas in the City, park and recreational development of the waterfront area will be given high priority.

Design

4.6.3 Design and facilities in the waterfront area will take maximum advantage of the setting available and the benefits accruing to residents of the Central Area and City. Heights of buildings and facilities will respect views from the shoreline and adjacent areas.

Future Uses

4.6.4 Future land uses and activities in the waterfront area will be determined through consideration of the appropriate planning documents, such as the Waterfront Master Plan and approved Neighbourhood Plans.

Access to Waterfront

4.6.5 The waterfront area should be accessible from all areas of the City, and with a strong, readily identifiable pedestrian and vehicular links to the downtown core.

Links

4.6.6 Pedestrian links between the waterfront area and the downtown will be planned, designed and developed as a priority to maximize the mutual advantages of each area to the other.

4.6.7 The waterfront area will be linked to Dundurn Castle in the west be means of pedestrian and bicycle paths.

Waterfront Access

4.6.8 The provision of efficient, safe, easily identified access to the waterfront and the actual shore from east, west and south will be a priority.

4.6.9 Waterfront access will be designed to minimize adverse impacts on the existing residential area.

Visual Access

4.6.10 The waterfront will be visually accessible from as much of the surrounding area as possible.

Shipping and Navigation

4.6.11 Waterfront Recreation uses designated for Shipping and Navigation on Map 1 should be primarily used for these purposes. However, when Shipping and Navigational use is no longer viable for these lands, they should be developed as Mixed Waterfront Recreation areas.

4.7 GENERAL USES

This Section outlines a number of general uses which are permitted throughout the Central Area.

It is the intent that the Central Area should provide a concentration of cultural, entertainment and recreational activities which improve the quality of life for local residents, as well as attract residents from outside the City.

4.7.1 Institutional Uses

Existing institutional uses will be enhanced and maintained in the Central Area. In addition, new institutional uses will be encouraged to locate in the Central Area, in appropriate locations.

A strong base of institutional uses in the Central Area will help provide an attractive social environment, making the Central Area a more desirable place to live and visit.

Institutional Uses	4.7.1.1	The existing inventory of institutional uses will be maintained and promoted, linked and expanded in order to stimulate development of other land uses and attract people to the area, particularly in non-working hours.
Locational Criteria	4.7.1.2	New institutional uses will be encouraged to locate on sites adjacent to other institutional or commercial uses, to permit the sharing of parking and other facilities. The location of the institutional uses will take into consideration provisions for off-street parking, compatibility and access for the disabled, as required in Policy A.2.6.2 of the Hamilton Official Plan.
Schools	4.7.1.3	School sites and other appropriate institutional facilities will be maximized as social, recreational and community centres after hours.
	4.7.1.4	Compatible uses will be encouraged within existing schools, if this will enable the school to remain open.
	4.7.1.5	Where schools have been closed, a mechanism will be established between the School Boards, the City and other appropriate bodies to determine the best future use for the sites within the regulations of the Ministry of Education pertaining to closed schools.

4.7.16 In order to recogize the cultural value of schools to the community, in the event of closure alternative uses are encouraged to allow for preservation of the existing building.

4.7.2 Community Services

Community and social services and facilities should be maintained and enhanced in the Central Area. Special consideration should be given to provide services for senior citizens, families and persons with special needs.

Social Services

4.7.2.1 Social service agencies, health and government services and recreational facilities will be encouraged to locate and expand in the Central Area in appropriate locations to serve for residents in the area and support for a high level of employment.

Services for Seniors

4.7.2.2 In areas with large numbers of senior citizens, provision will be made, for facilities and considerations to make the area more convenient and accessible, where feasible. The location of a senior citizen centre in the Central Area is encouraged.

4.7.3 Recreational Uses

Recreational facilities and services should be increased in the Central Area. In particular, the attraction of the Bay and Escarpment as recreational resources should be enhanced (see policies regarding Park and Waterfront Recreation Uses).

Recreation Facilities

4.7.3.1 More recreation facilities and services should be provided in the Central Area.

Redevelopment

4.7.3.2 Where suitable, redevelopment and rehabilitiation projects will incorporate recreational and leisure facilities within their structures or property.

Leisure Centre

4.7.3.3 Council will encourage the development of a multi-activity indoor recreation centre within the Central Area. The centre may include a leisure wave pool, multi-purpose gymnasium, indoor golf, bowling, etc.

4.7.4 Cultural Activities

Cultural programs and policies should be encouraged to provide a strong cultural and artistic element within the community. In addition, cultural activities provide attractions to residents within the Central Area and beyond.

Cultural Activities	4.7.4.1	Council will encourage the establishment and enhancement of cultural activities in the Central Area.
Public Art	4.7.4.2	Council will encourage the provision of art work and sculptures to enrich the environment in appropriate locations in the Central Area.

4.7.5 Tourism

Tourist and convention facilities and services should be increased and enhanced in the Central Area for the benefit of existing business, and to create additional employment.

Promotion	4.7.5.1	Tourism will be promoted in the context of developing the Region as tourist/convention destination.
Location	4.7.5.2	Tourist facilities and services, which would attract people to the City and the downtown area wll be located in the Central Area to make use of the existing Central Area attributes and infrastructure, e.g., the Bay, Escarpment, views, vistas, Civic Square, etc.

4.8 MOVEMENT

An efficient comprehensive transportation and transit system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial function.

The need is to integrate the transportation system with the desired living and working environment while maintaining the attractiveness of the area. This transportation system embracing car, bus, bicycle, rail and truck as well as parking, loading and distribution points should move people and goods into, out of, and within the Central Area with minimum disruption to the desired working and living environment.

Key improvements include:

- the reduction of "through" truck and commuter traffic within the core, and the interior of residential areas;
- the creation of a circumferential road system with special priority for Perimeter Road;
- the provision of a pedestrian circulation system in appropriate locations to line and enhance residential development, commercial, shopping and recreational facilities; and
- the development of an efficient, co-ordinated public transit system.

Policies regarding movement apply throughout the Central Area.

Efficient Traffic System	4.8.1.	Priority should be given to establishing a traffic system compatible with pedestrians, desired land uses, and other goals for the Central Area.
Roads	4.8.2	Roads should be properly maintained as part of the overall enhancement of the image and environment of the Central Area.
Perimeter Road	4.8.3	Planning for a Perimeter Road should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront and on traffic flow through the downtown core. The scale of such a road should be appropriate to needs, including the environment.
Through-Traffic Routes	4.8.4	A system of truck and through-traffic routes should be maintained and modified where conditions warrant.

Road Priorities

4.8.5 Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety.

Diversion of Through-Traffic

4.8.6 In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will not be routed through residential areas.

Parking

4.8.7 To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be upgraded, both by the City and privately. These spaces should be conveniently located and so operated as to encourage use for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:

(i) parking, loading and docking facilities for new development will be required. Priority should be given to multi-level parking structures directly by the proponent or in co-operation with other developers to support an increased employment and shopping population;

(ii) on-street parking will continue to be reviewed for maximum utilization of the spaces and compatibility with safety and movement needs; and,

(iii) off-street parking lots will be encouraged in accordance with the policies of Section 4.9 (URBAN DESING).

Pedestrian Movement

4.8.8 Council will encourage improvements to pedestrian circulation and an expanded pedestrian network in order to enhance attractiveness of the downtown core.

Vehicle/ Pedestrian Interface

4.8.9 Wherever possible, vehicular and pedestrian traffic will be separated.

Pedestrian Access

4.8.10 Improved pedestrian access should be encouraged in the downtown core for the elderly, small children and the disabled.

Pedestrian Links	4.8.11	Pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide areas to parks, residential areas, the Downtown and other pedestrian destinations in the City.
Bicycle Routes	4.8.12	The safe, convenient use of bicycles minimizing conflicts with pedestrians and vehicles will be encouraged through the provision of bicycle routes throughout the Central Area.
	4.8.13	A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.
Public Transit	4.8.14	All forms of public transit should contribute to a convenient and coordinated system of transportation.
Multi-modal Transportation Terminal	4.8.15	A multi-modal transportation terminal should be provided in an appropriate location in the Central Area.
Rail Service	4.8.16	Existing commuter (GO Train) inter-city passenger rail services linking Hamilton and Toronto and all other centres should be maintained and improved.
Relocation of Tracks	4.8.17	Council will encourage the relocation or removal of railway tracks which do not require a Central Area location. The future of these lands will be subject to special study.
Bus Services	4.8.18	The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.
Transit Links in the City	4.8.19	Innovative methods will be encouraged to improve the efficiency of public transit linking the downtown core and other areas of the city.
Air Service	4.8.20	The use of Hamilton Civic Airport should be encouraged as a stimulant to the economic well-being of the Central Area.

4.9 URBAN DESIGN

It is intended that the character and role of the Central Area will be enriched through urban design principles which will ensure an attractive environment for the benefit of existing and future residents, as well as strengthen the economy.

Urban design is concerned with the visual and functional interrelationship of buildings and spaces. Urban design principles address the need for preservation of areas and buildings of historic and architectural significance while still encouraging and providing for a high level of quality in the design of new development. As such, policies relating to Urban Design will address:

- the enrichment and expansion of the character of the Central Area through a high level of design standards;
- the preservation of existing buildings and areas of historic and architectural significance;
- the preservation and development of attractive and compatible streetscapes; and,
- the provision of safety, security and energy conservation measures in new development.

Design Excellence

4.9.1 Design excellence will be required to create an attractive and cohesive environment throughout the Central Area.

4.9.2 Innovative building designs and layouts will be encouraged, particularly if they involve integration of different land uses.

Views and Vistas

4.9.3 Council will encourage building design which preserves important vistas of the Escarpment, the Bay, and significant architectural features.

Weather Mitigation

4.9.4 The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions, particularly on pedestrians.

Human-Scale Design

4.9.5 Council will encourage building design which takes account of the human scale and human interaction through consideration of such factors as height, mass, exterior design, access and amenity.

4.9.6 Council will encourage new buildings in the vicinity of heritage buildings and areas to be compatible in terms of scale, height and proportions.

Setbacks	4.9.7	Council will encourage appropriate building setbacks taking into consideration existing setbacks and development of setback areas for pedestrians.
Prominent Sites	4.9.8	The design of development in key locations in the Central Area should be given particular design attention.
Gore Park	4.9.9	The area surrounding Gore Park should be given special design attention in order to maintain the sense of enclosure already present and reflect and enhance its human scale.
Links	4.9.10	The design of commercial, institutional and recreation nodes in the Central Area should take into consideration attractive streetscaping and pedestrian movement considering the needs of existing and future uses.
Density of Development	4.9.11	New development in the form of a variety of densities and heights will be encouraged. However, high-rise development will be discouraged in predominently low-rise residential areas.
Waterfront Development	4.9.12	Design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood.
Site Plan Control	4.9.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.
Commercial Buildings	4.9.14	Parking for Ribbon Commercial development will be located to the rear of the property. Adequate buffering for residential uses adjacent to these parking areas will be required.
Conservation Heritage	4.9.15	Buildings and districts which contribute to the significance of the Central Area will be conserved.
Heritage Buildings and Districts	4.9.16	Buildings and districts of architectural and historic value will be identified and ranked by LACAC and protected and enhanced through designation under the Ontario Heritage Act.
Conservation Policies	4.9.17	Conservation policies such as heritage district designations will be encouraged. City Council will authorize heritage district studies and other relevant studies.

	4.9.18	LACAC will make recommendations on maintaining and enhancing conservation policies, controls and incentives for heritage buildings and districts. Appropriate incentives may include grants, loans and tax breaks, if possible.
Special attention	4.9.19	Special attention will be given to districts of architecturally and historiclaly important buildings, such as heritage conservation awards.
Standards	4.9.20	Standards and policies which conflict or appear to conflict with desirable building preservation will be reviewed and recommendation made for modification to encourage preservation.
Zoning	4.9.21	The Zoning By-law may be used to encourage retention of buildings by raising standards for conversions, through such moves as permitting additional uses in existing structures.
Other mechanisms	4.9.22	Other mechanisms, such as site plan control, demolition control and transfer of development rights will be used in negotiations for securing future life for heritage buildings and districts.
Demolition	4.9.23	Council will consider the architectural, historical and contextual importance of a building prior to demolition approval.
	4.9.24	Adaptive reuse and integration of old and new buildings will be encouraged as an alternative to demolition.
	4.9.25	Council will encourage efforts to preserve any valuable architectural features when demolition of a heritage building is anticipated.
Streetscape Design	4.9.26	Throughout the Central Area Council will establish and follow high quality standards for the streetscape through provision and coordination of appropriate paving material, street furniture, lighting, kiosks and booths, fountains, trees, other plant materials, and sidewalk activities provided normal pedestrian use is not impeded.
Signs	4.9.27	Outdoor advertising and signs will be coordinated and designed to complement the streetscape.

Facades	4.9.28	The integration of building facades and sidewalk areas will be encouraged to enhance and create an attractive sidewalk atmosphere.
Cleanliness	4.9.29	Council will ensure that the Central Area and Downtown Core, in particular, present a clean orderly appearance.
Parking Lots	4.9.30	Wherever feasible, parking lots will be buffered and/or landscaped to screen this use from public view while maintaining safety standards.
Vacant Properties	4.9.31	Council will encourage the appropriate design and maintenance of vacant properties.
Outdoor Art	4.9.32	Council will encourage the introduction of outdoor art, sculptures and murals as elements of the streetscape.
Safety, Security and Energy Efficiency	4.9.33	The integration of safety, crime prevention and energy conservation measures will be encouraged in new development and redevelopment. Therefore, Council will encourage:

(i) safety features for new development, as determined through special study;

(ii) crime prevention design features to be incorporated into existing and new developments, such as special lighting, access and openness to public view; and,

(iii) energy-efficient construction, heating, insulation, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings.

4.10 COMPATIBILITY OF USES

With the mix of uses permitted in the Central Area, efforts will be made to ensure compatibility. The policies of this section ensure that the expansion or development of new commercial, industrial, multiple-residential, institutional and recreational uses will not adversely affect existing development throughout the Central Area. Special attention will be given to the provision of buffering and screening for industrial uses.

Performance Standards

4.10.1 Expansion of existing commercial, industrial, multiple-residential and institutional/ recreational uses and establishment of new uses in the Mixed Use areas will be encouraged in accordance with appropriate performance standards.

Council will apply these performance standards in the consideration of zoning and site plan applications through review by appropriate agencies such as the Ministry of the Environment. These performances standards may take into consideraton factors such as, but not limited to:

(i) noise levels;
(ii) site planning;
(iii) acoustical barriers;
(iv) architecutral design;
(v) construction;
(vi) air pollution;
(vii) water pollution;
(viii) effect on visible residential frontage;
(ix) traffic generation;
(x) parking requirments;
(xi) external appearance, as addressed by Site Plan Control; and,
(xii) servicing requirements.

Existing Industries

4.10.2 Existing industries which are compatible with adjacent land uses or can be made compatible through appropriate buffering or other techniques will be encouraged to remain in their location and will be so recognized in the Zoning By-law. Particular attention will be paid to the screening of outside storage facilities from surrounding uses.

New Industry Development

4.10.3 Wherever feasible, industrial development will be sited in such a way as to provide its own buffer with adjacent land uses through the form and placement of buildings and built-in design features.

Pollution Controls

4.10.4 The appropriate authorities will be encouraged to continue and augment their programs to reduce air, noise and water pollution.

4.11 IMPLEMENTATION

Strong public participation will be an essential component in implementing the policies in this Plan. Public participation is the ongoing involvement of residents and business people in the decisions which affect their lifestyle, quality of life, property values, health of their business and enjoyment of their surroundings. Public participation is a recognized as citizens' rights and is an important part of the planning process.

The implementation of this plan should provide for the following public participation principles:

(i) information will be disseminated to the public in a clear, concise manner designed to achieve a broad understanding of the policies and programs and their impacts;

(ii) the City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding policies, programs and studies, as well as contemplated or impending changes to existing policies and programs; and,

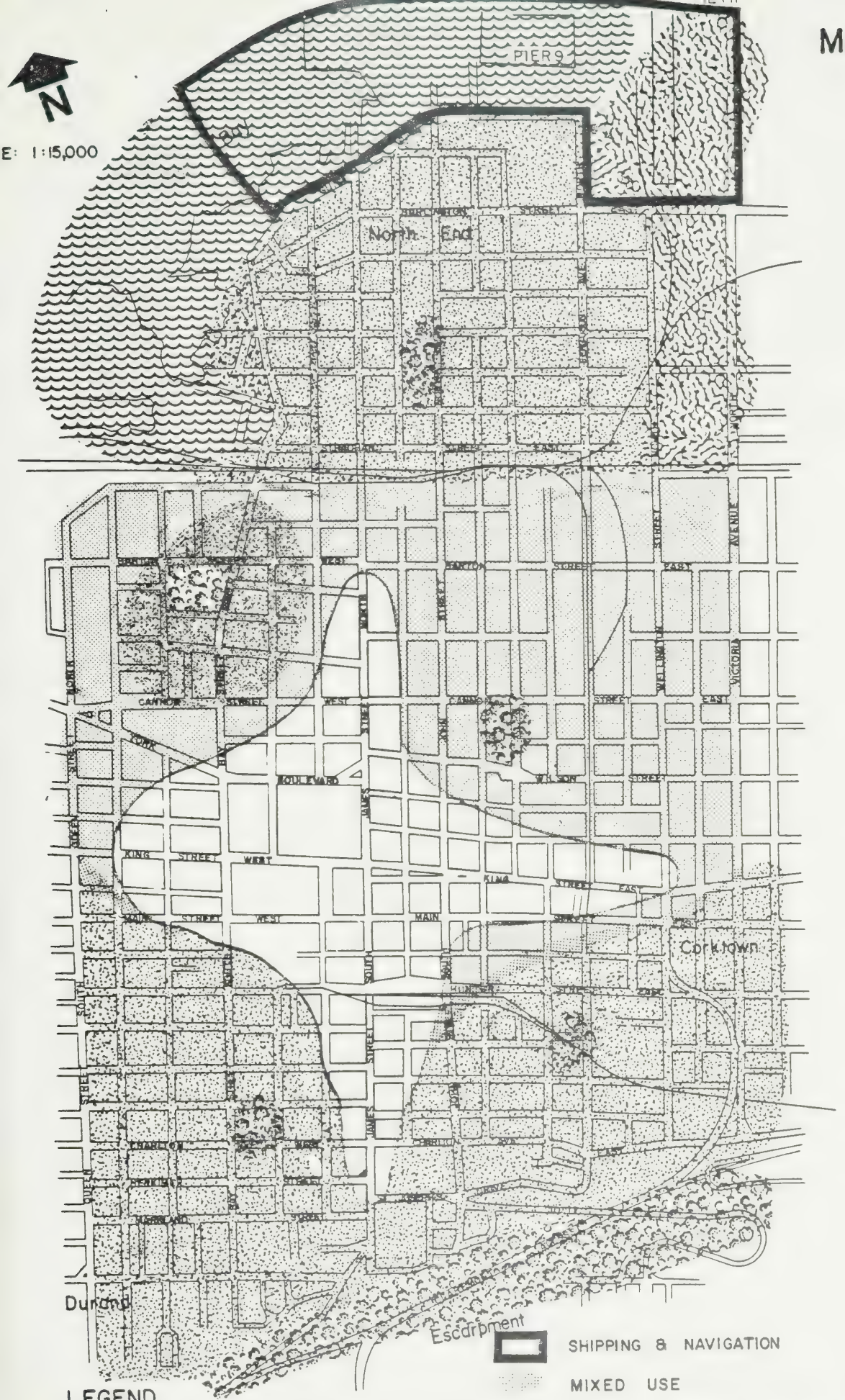
(iii) reporting mechanisms will be in place which will provide Council with complete and unbiased results of this consultation.

Regular review and updating of recommended policies and actions is critical to the success of this Plan. Monitoring should be detailed and systematic and cover all aspects of an area or issue. Statistical data should be complemented by subjective data provided by those involved in, or affected by, policies and resulting actions.

It is critical that a Central Area Plan Implementation Committee is involved in the monitoring/updating process on an ongoing basis and in the review of studies and evaluation of study recommendations.

CAPIC 4.11.1 Council will ensure that a Central Area Plan Implementation Committee be formed to oversee and direct a Central Area Plan Implementation strategy.

MAP Nº 1



CENTRAL AREA LAND USE STRATEGY 2001

APPENDICES

A. GLOSSARY

B. MAPS

APPENDIX A

GLOSSARY

This section is intended to provide general explanations of terms used in the text.

Buffering	the treatment of property boundaries or building edges to mitigate their effects on adjacent lands or buildings or vice versa. Buffering is usually comprised of earth berms, landscaping, rows of trees, fences or other similar measures.
BIA	Business Improvement Area
CBD	Central Business District. In Hamilton, the CBD is generally the area bounded by Wilson/York, Wellington, Jackson and Bay. It may also include portions of James North and James South. Precise boundaries will be determined in a CBD study.
Circumferential Road System	a road system which avoids the downtown core of the Central Area.
Commercial	land use or activity related to the buying and selling of goods and services. Commercial land use includes retail and office uses.
Compatible Land Use	land uses which have little or no adverse impacts on each other.
Core	see CBD.
Development	the expansion, construction, rehabilitation and/or new use of buildings or properties.
Downtown	see CBD.
Galleria	covered walking space open at one side or glass enclosed.
High-rise Development	development resulting in buildings generally higher than six storeys, depending on context.
HSR	Hamilton Street Railway
"I" Zoning	the Central Business District zone which includes most of the downtown. It permits a wide range of Commercial, Industrial and Residential uses at 11 times lot coverage and buildings up to 328' or 100 metres in height.
Infilling	the building on or development of vacant space between existing buildings or developments. The space is generally equivalent in size to adjoining properties on either side but may be as small as one building lot between two large buildings.

Institutional	land use or activity related to cultural, entertainment, religious, educational, governmental or recreational functions. Institutional uses generally operate on a non-profit basis as a service to the community. Examples in the Central Area include schools, churches, hospitals, recreational centres, theatres, Hamilton Place, the Art Gallery, and the Convention Centre.
Integrated Social Housing	housing funded by various levels of government which is interspersed with other types of housing so that a mix of income groups results. An example is Municipal Non-Profit Housing.
Linkages	pedestrian or bicycle paths that link the Escarpment and Bay with parks, commercial roads and other destinations. The type of link will vary, depending on location, but could include existing sidewalks, rights-of-way, alleyways and open spaces.
Multi-modal Transportation Terminal	a facility incorporating most or all the usual forms of transportation such as train, bus, rapid transit, and air connections. The intention is to combine such uses in one building to facilitate transfers and coordinate drop-off and pick-up of passengers.
Neighbourhood Parks	open space areas usually between four and ten acres in size. Participants live within walking distance of the park, giving it a service radius of one-quarter to one-half mile. Larger parks contain facilities for all age groups and smaller parks usually serve a particular age group. The emphasis is on passive recreation. Neighbourhood parks are best located beside, or combined with, elementary schools and in the centre of neighbourhoods. Included in this category are: parkettes, tot lots and elementary school play areas.
North End Waterfront Secondary Plan	the land use concept plan prepared by a neighbourhood committee for the waterfront and adjacent residential area.
O.N.I.P.	Ontario Neighbourhood Improvement Program (Ontario).
Piazza	public square or market place.
'+15'	a pedestrian circulation system located one storey or approximately 15 feet above street level. It includes arcades, plazas, walkways and bridges over the street.
Recreation Facilities	buildings or centres where the primary use is leisure or recreational activities such as sports, crafts, amusements or relaxation.
Residential Neighbourhoods	areas of the City where the primary land use is associated with living or housing of all types from single-family dwellings to apartment units. Examples in the Central Area include Durand, Corktown, Beasley, Central and the North End.

Site Plan Control	development control over site design features of a development, including grading, landscaping, access, parking lot layout, building design and overall site design. Site Plan control is authorized under Section 40 of the Planning Act.
Strip Commercial	a category of commercial use which is generally located in ribbon fashion along major roads, with individual accesses and maximum exposure to the street and has parking in front of the building.
TATOA	Toronto Area Transit Operating Authority.
Tourist Facilities and Services	uses and activities dependent upon and catering to the non-resident public and persons visiting the area for a short-term stay.
Urban Development	type of development normally associated with the older built-up portions of the City, where buildings are built up to the front lot lines with parking, if any, at the rear.
Waterfront	that part of the Central Area beteen Queen and Victoria Avenue, which fronts onto Hamilton Harbour. It includes publicly-owned land (the former Lax property), lands of the Hamilton Harbour Commission (Piers 8 and 10) and portions of residential lands within the North End East and West neighbourhoods.
Waterfront Master Plan	the land use and development concept for the Waterfront prepared by Coombs, Kirkland and Berridge, dated September, 1985.
Woonerf	street design which allows pedestrians to use the street surface on equal terms with vehicles through type of paving, placing of vegetation and bollards, signs, speed limits, etc.

APPENDIX B

MAPS

Map No.

1 Central Area Locational Maps - Region

2 Central Area Location Maps - City

3 Street Pattern

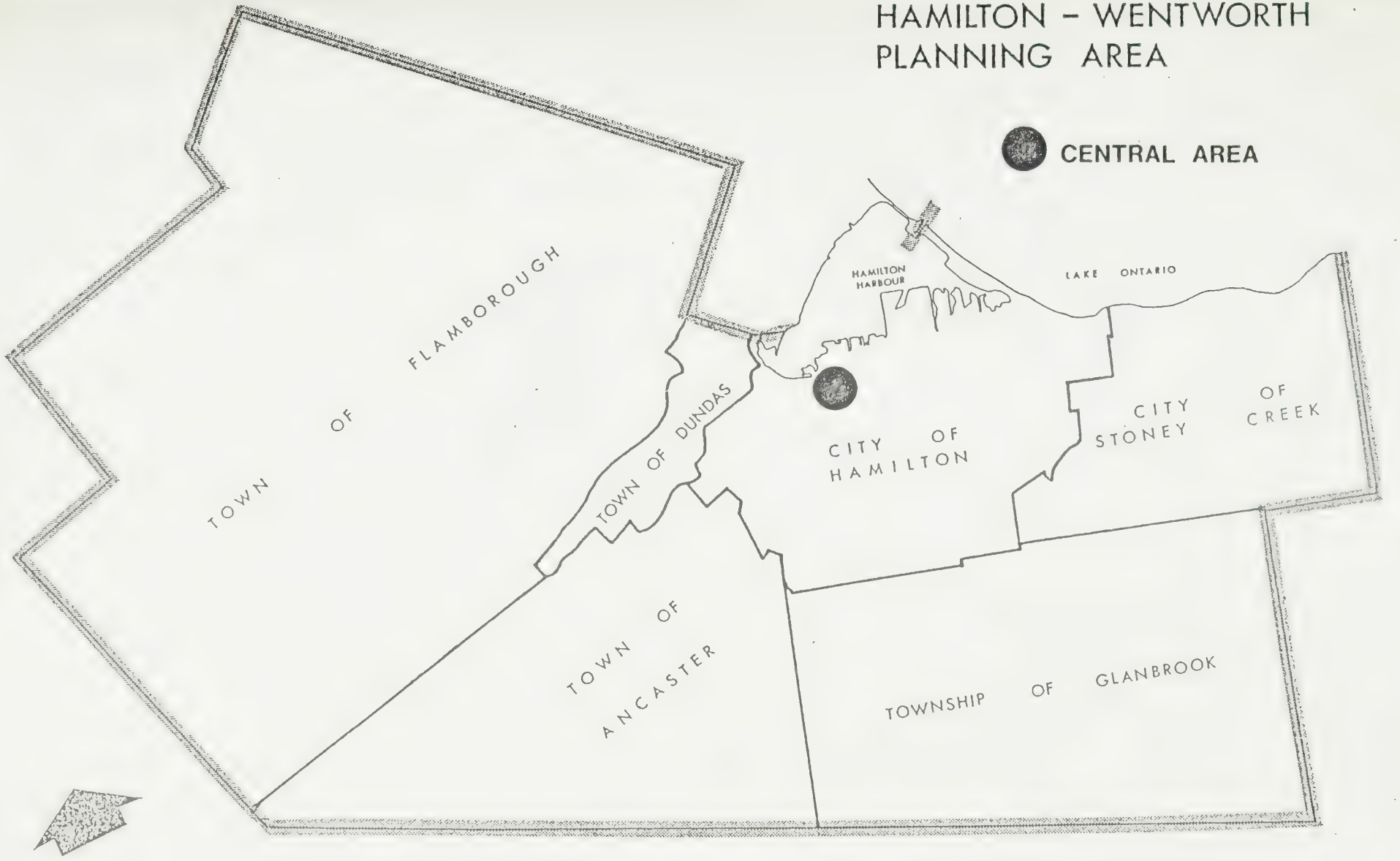
4. Zoning Maps

a) North End East Neighbourhood
b) North End West Neighbourhood
c) Landsdale Neighbourhood
d) Beasely Neighbourhood
e) Central Neighbourhood
f) Corktown Neighbourhood
g) Durand Neighbourhood
h) Stinson Neighbourhood

5 Approved Neighbourhood Plans

a) North End East Neighbourhood
b) North End West Neighbourhood
c) Landsdale Neighbourhood
d) Beasely Neighbourhood
e) Central Neighbourhood
f) Corktown Neighbourhood
g) Durand Neighbourhood
h) Stinson Neighbourhood

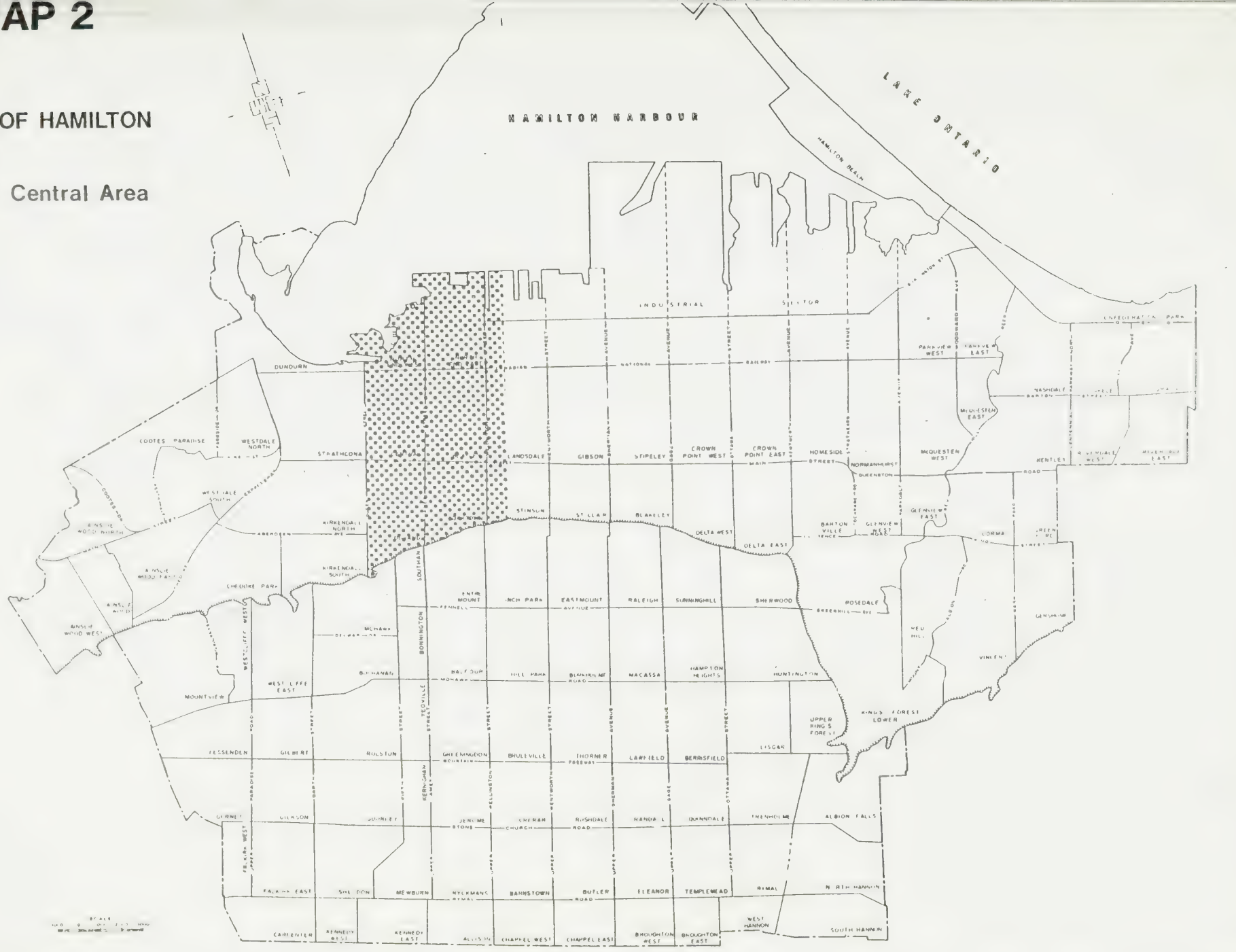
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH PLANNING AREA



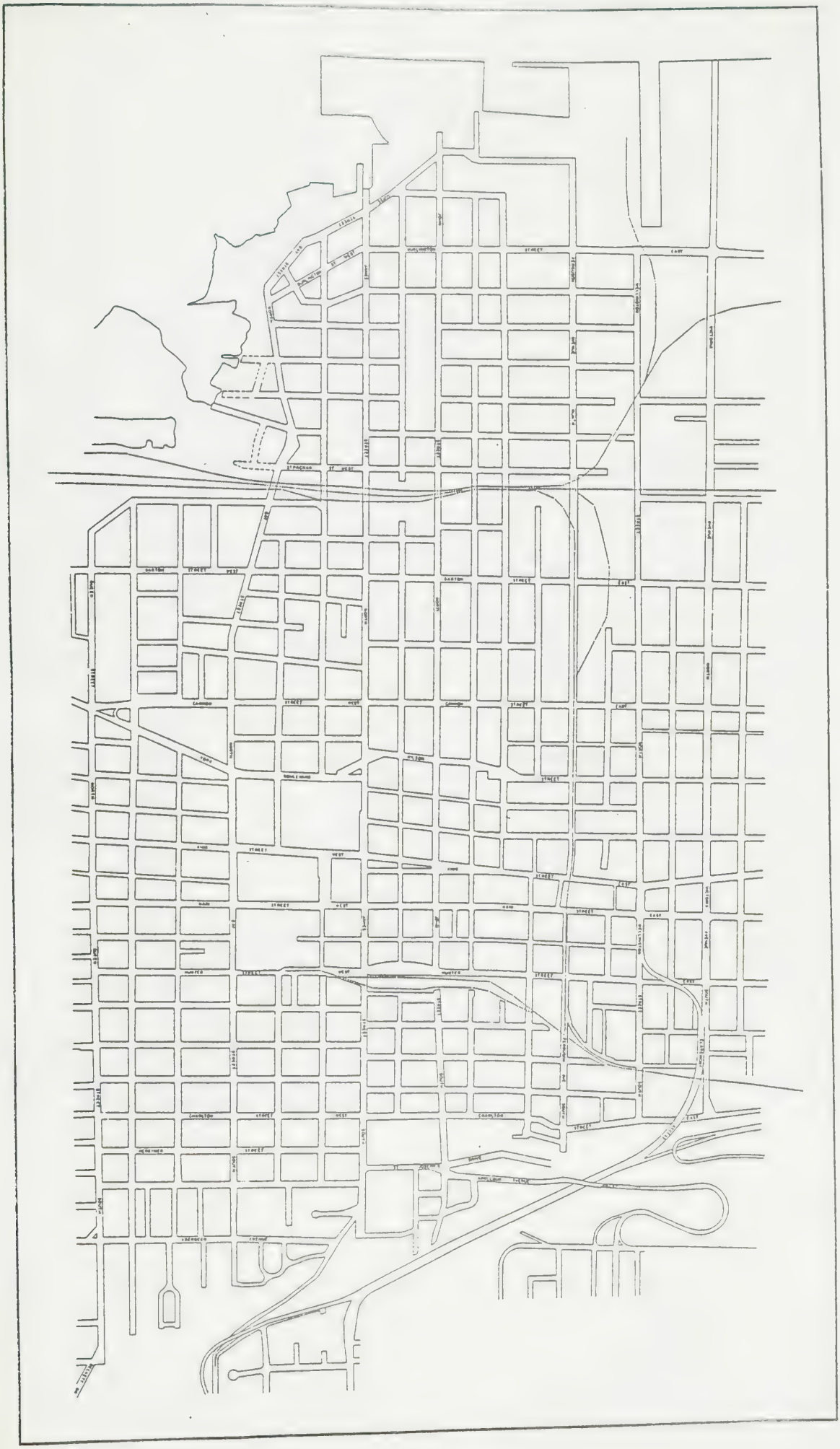
MAP 2

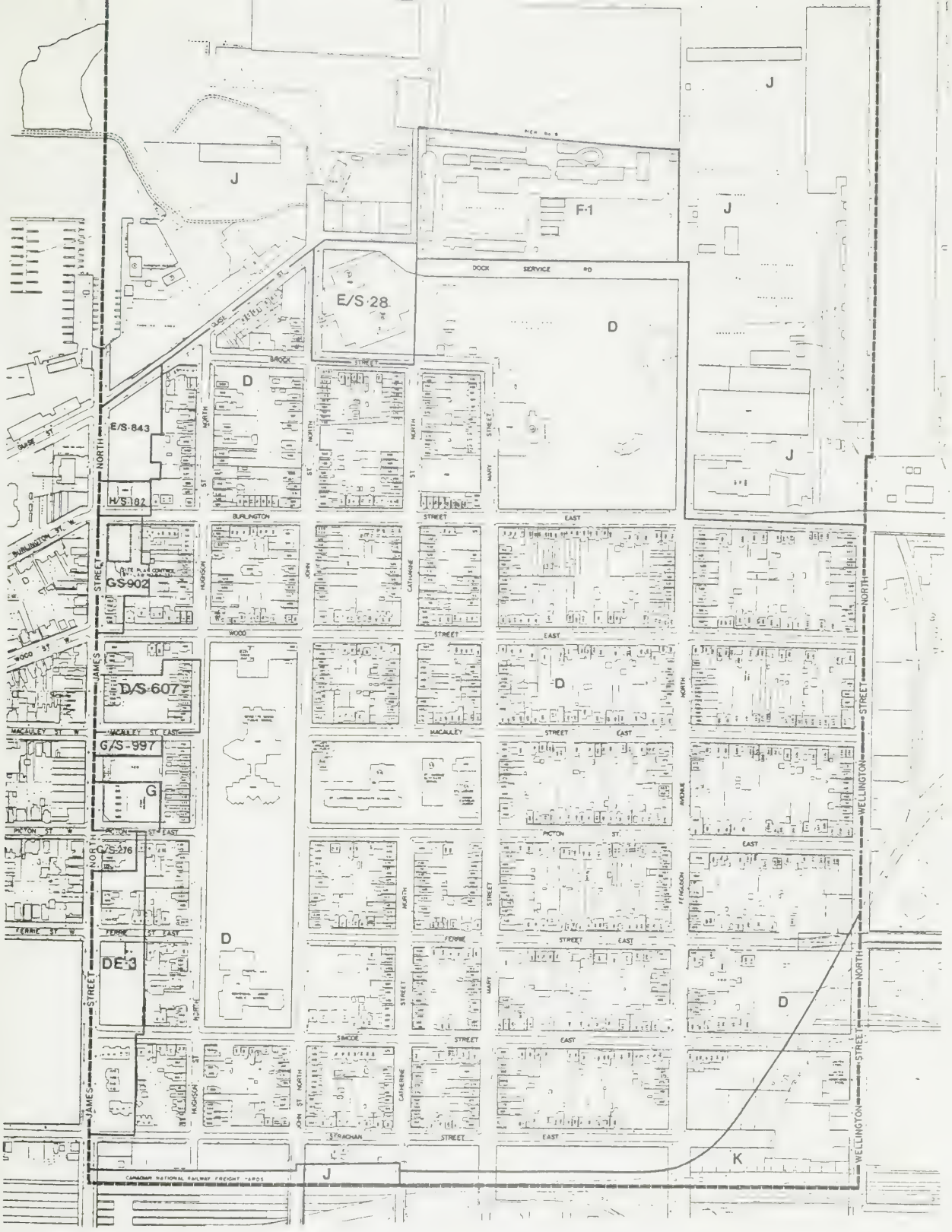
CITY OF HAMILTON

Central Area



MAP 3 CENTRAL AREA STREET PATTERN





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CITY OF HAMILTON

NORTH END EAST

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 100 m 50 m

NORTH

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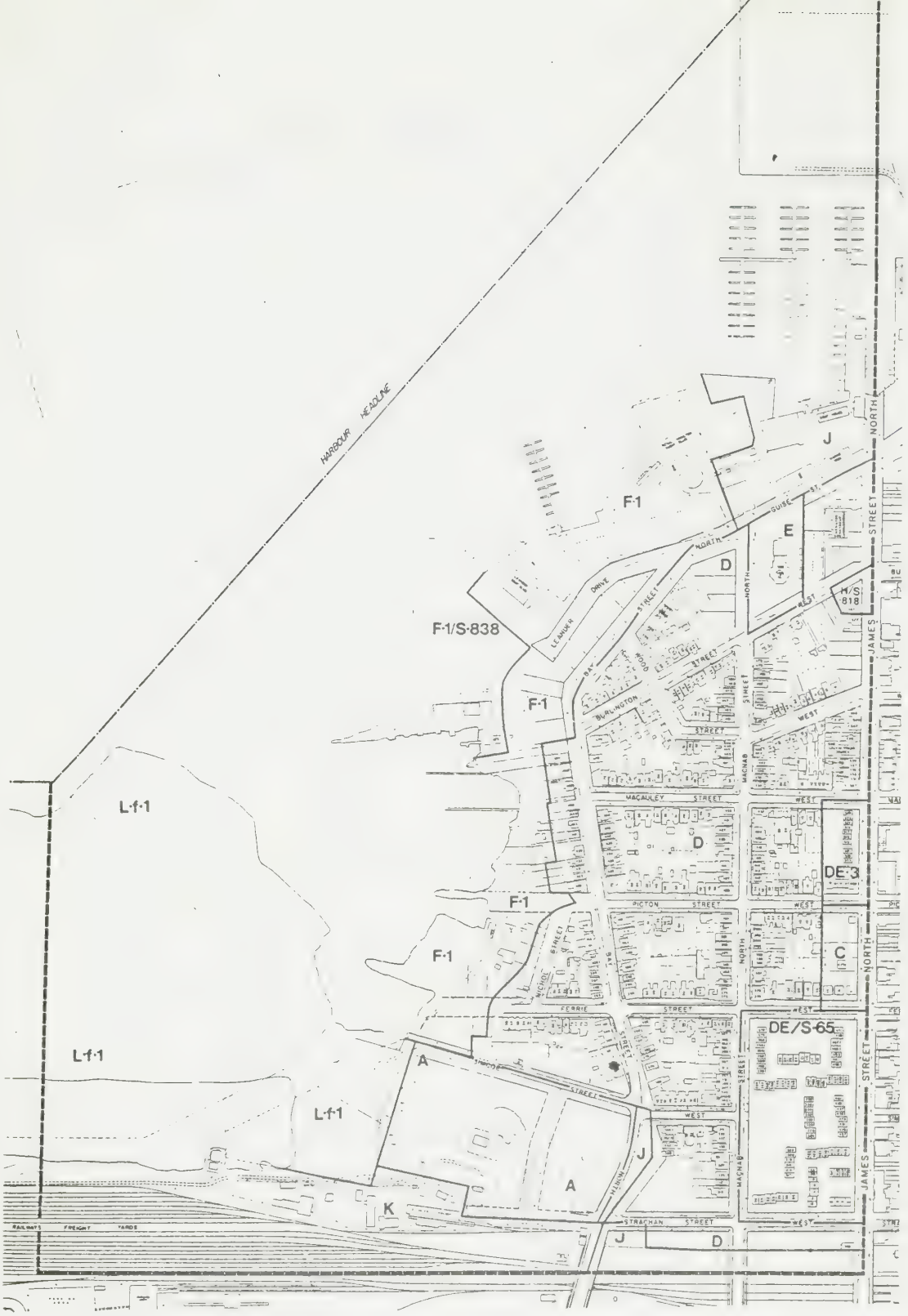
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

DRAWING NO. 6103

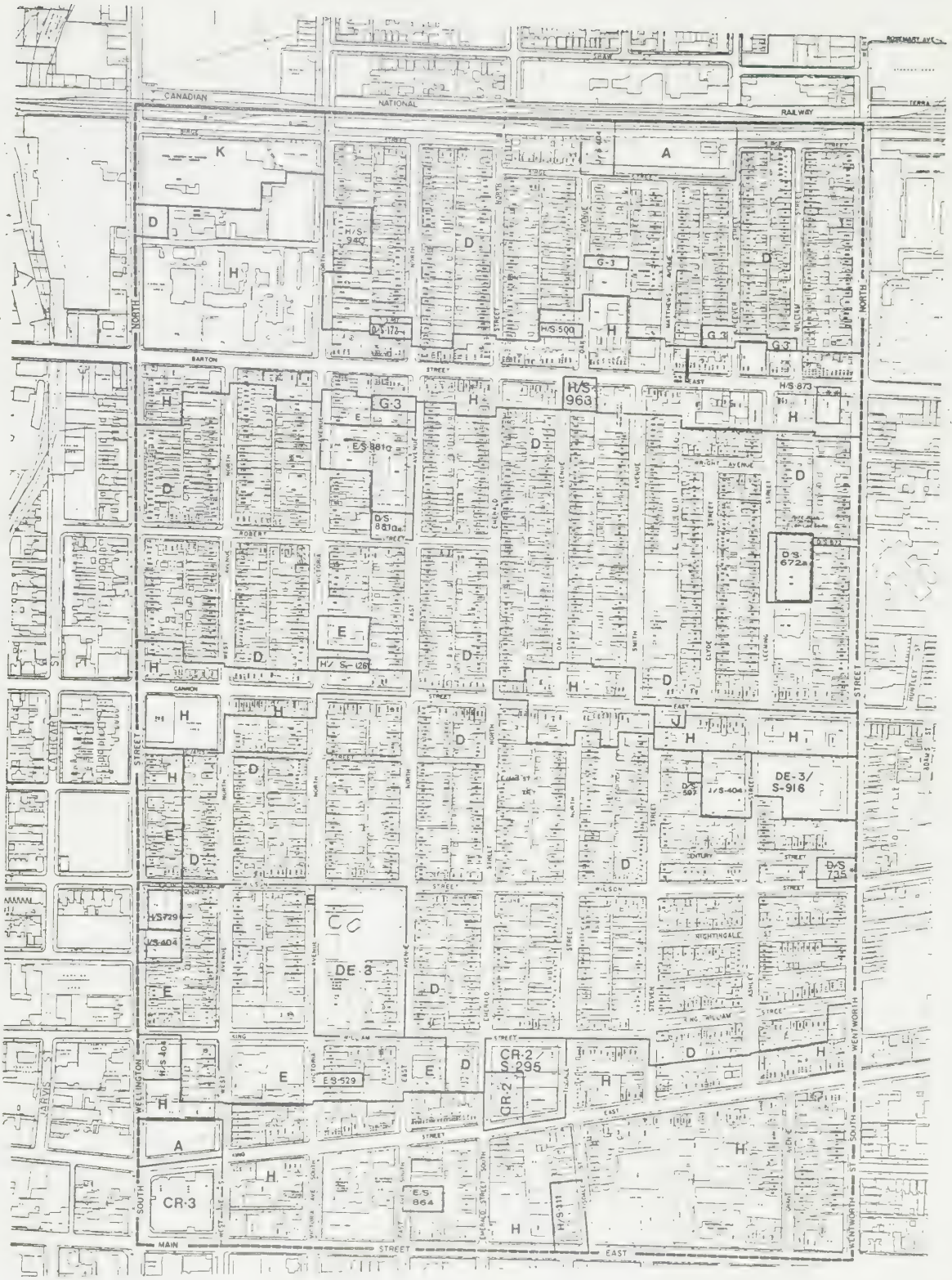
June 1985

PAGE NO. 106



4B

40 107 106 127 21 10 This is not a Legal Document For Zoning Verification Please Contact City Building Department	CITY OF HAMILTON NORTH END WEST ZONING
Neighbourhood Boundary Zoning Boundary	0 100 m SCALE 50 m NORTH
Prepared for The City of Hamilton	June 1985



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CITY OF HAMILTON

LANDSDALE

ZONING

Neighbourhood Boundary
Zoning Boundary

0 50 m
SCALE 50 m

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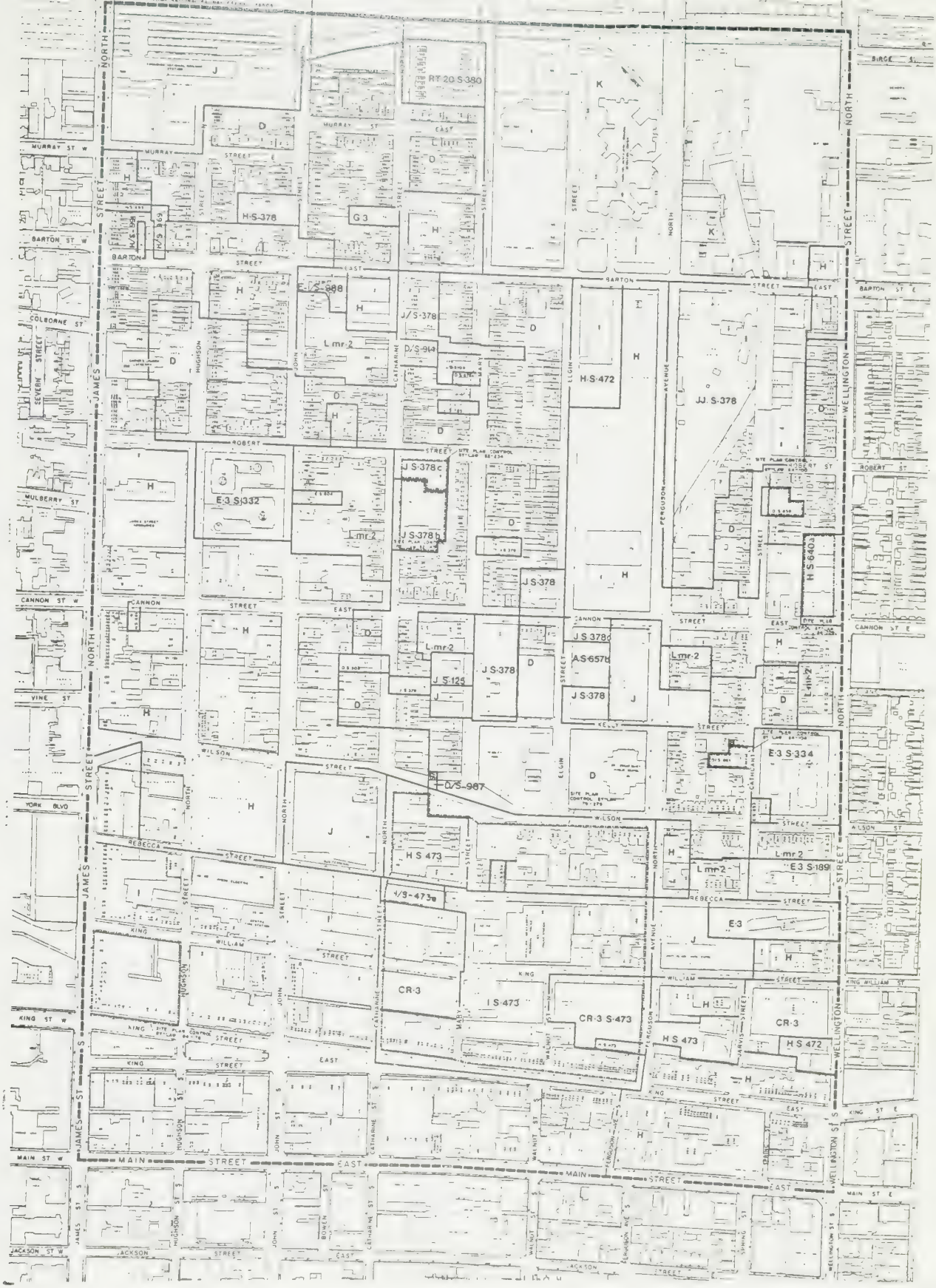
By the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING ART NO 6608

June 1985

PAGE NO 95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BARTON ST W
COLBORNE ST
CANNON ST W
VINE ST
WILSON
YORK BLVD
REBECCA
KING ST W
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MAIN ST W
MAIN
JACKSON ST W
JACKSON
JAMES
HUGHSON
JOHN
CATHARINE
WALNUT
FERGUSON
WELLINGTON
BIRGE ST
BARTON ST E
ROBERT
CANNON ST E
KING WILLIAM ST
MAIN ST E
RT-20 S-380
H-S-378
G-3
J/S-378
L mr-2
D/S-914
H-S-472
JJ-S-378
E-3 S-332
J S-378c
J S-378b
J S-378
J S-378c
A-S-657b
J S-125
D/S-987
E-3 S-334
H S 473
4/S-473a
E-3 S-189
E-3
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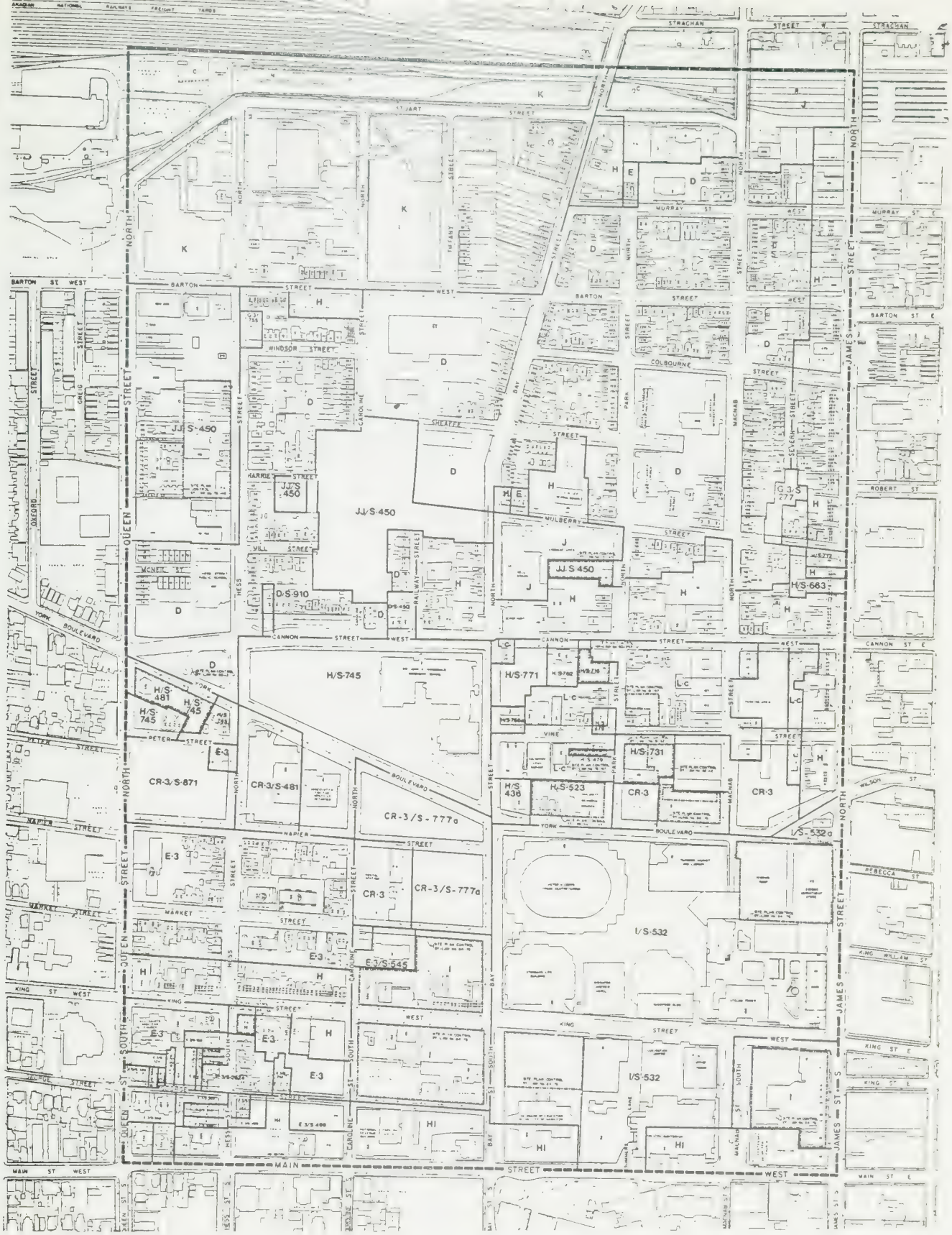
CITY OF HAMILTON
BEASLEY
ZONING



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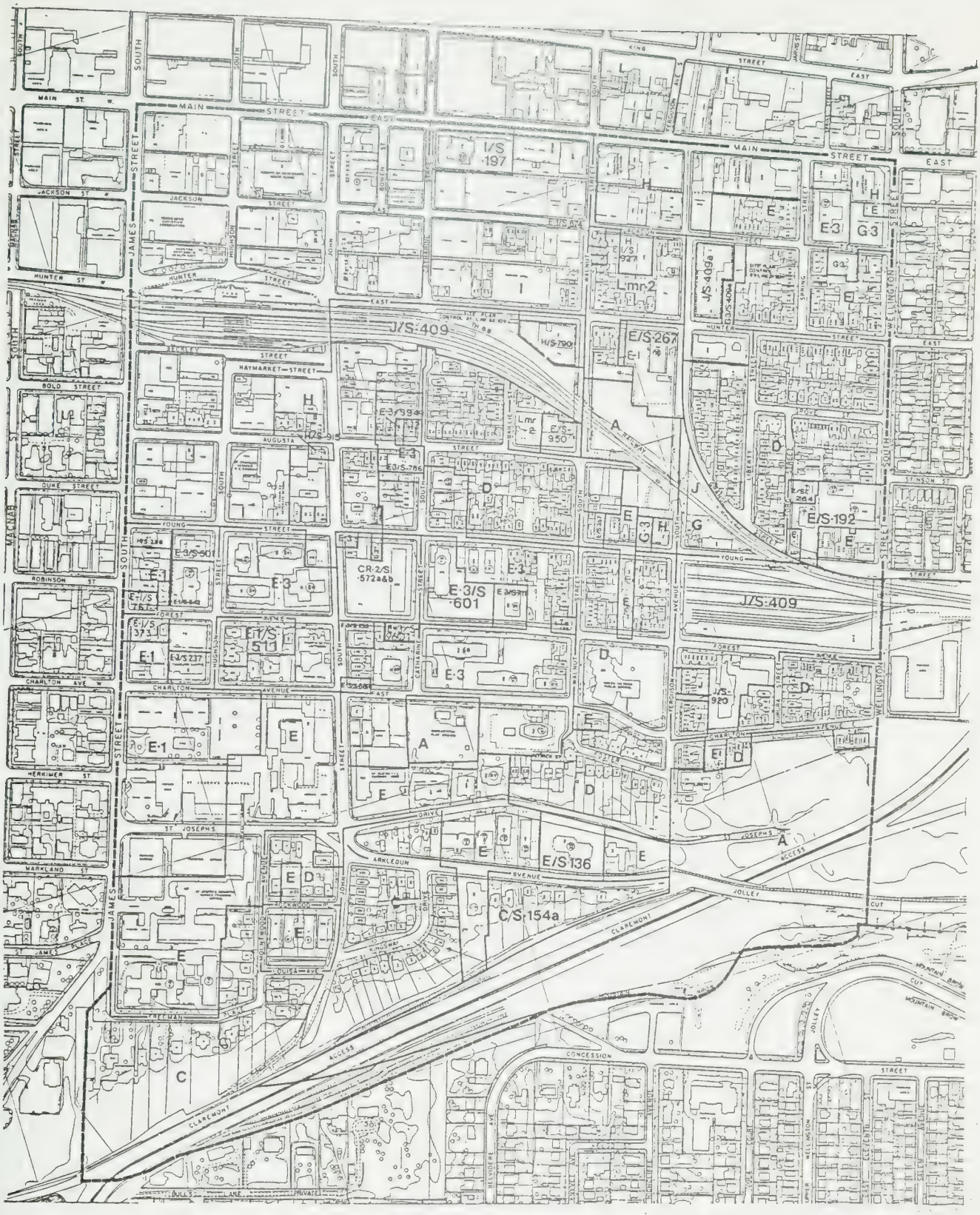
CITY OF HAMILTON

CENTRAL

ZONING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JAMES STREET SOUTH
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E/S-267
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C/S-154a
E/S-136
E-3/S-394
E/S-950
E-3/S-786
E-1/S-373
E-1/S-237
E-1/S-513
E-1/S-50
H/S-790
H/S-927
J/S-920
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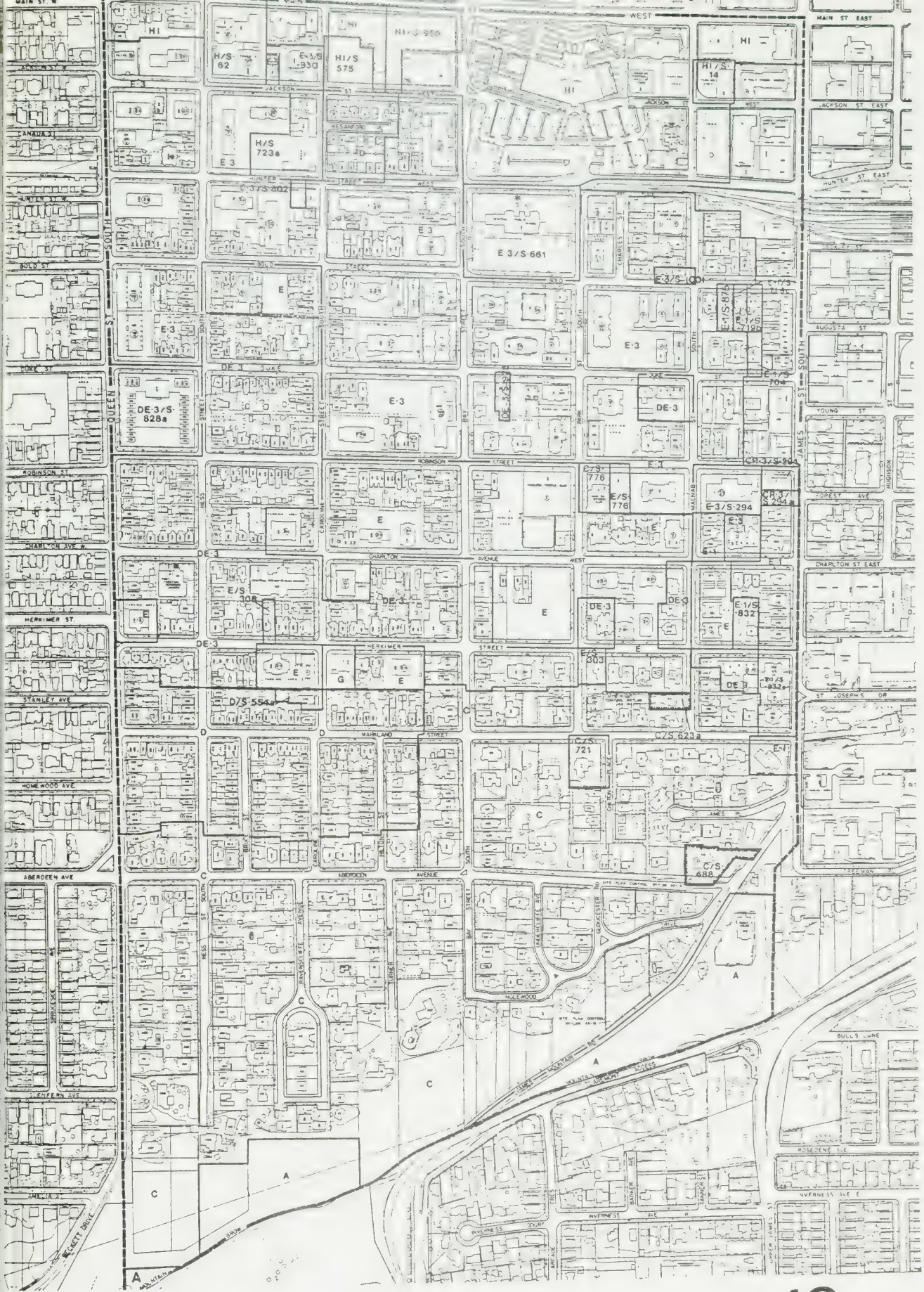

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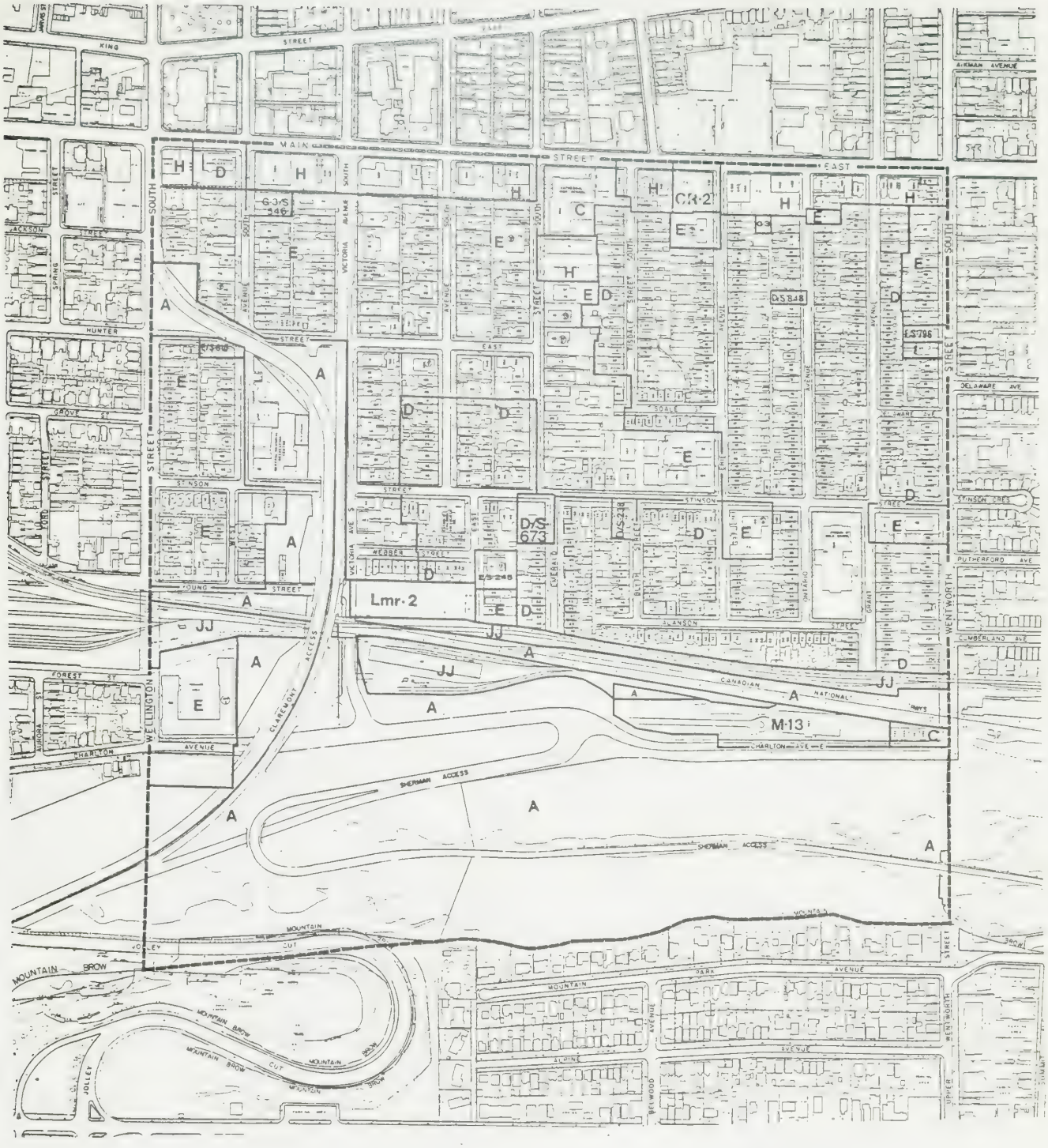
CITY OF HAMILTON

DURAND

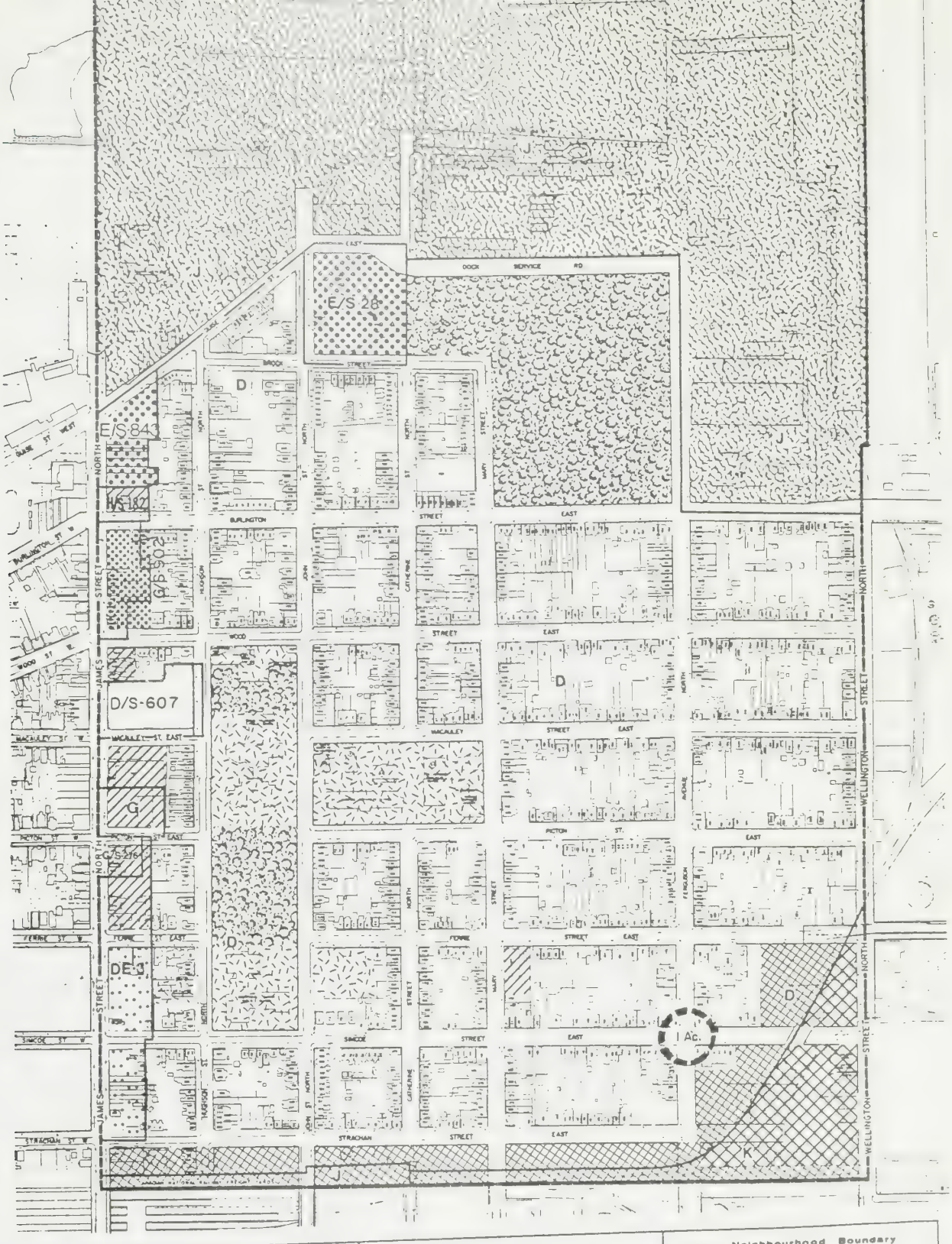
ZONING



4H

10 95 48 31 125 124 22 68 42 This is not a Legal Document For Zoning Verification Please Contact City Building Department	CITY OF HAMILTON **STINSON** **ZONING**
Neighbourhood Boundary Zoning Boundary	SCALE 0 60 100 m
Prepared for The City of Hamilton By the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING PART NO. 6601 June 1985 PAGE NO. 125

5A



NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

THIS AREA TO BE DEALT WITH IN A FUTURE OFFICIAL PLAN AMENDMENT PENDING DETERMINATION OF JURISDICTION.

1 Ac. PUBLIC PARK AREA TO BE PROVIDED IN THE VICINITY OF THIS SYMBOL, THE PARTICULAR LOCATION OF WHICH SHALL BE DETERMINED AT SUCH TIME AS FUNDS ARE AVAILABLE FOR ACQUISITION.

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approvals
Planning Bd. MAY 12/76 Council JULY 27/76

Revisions

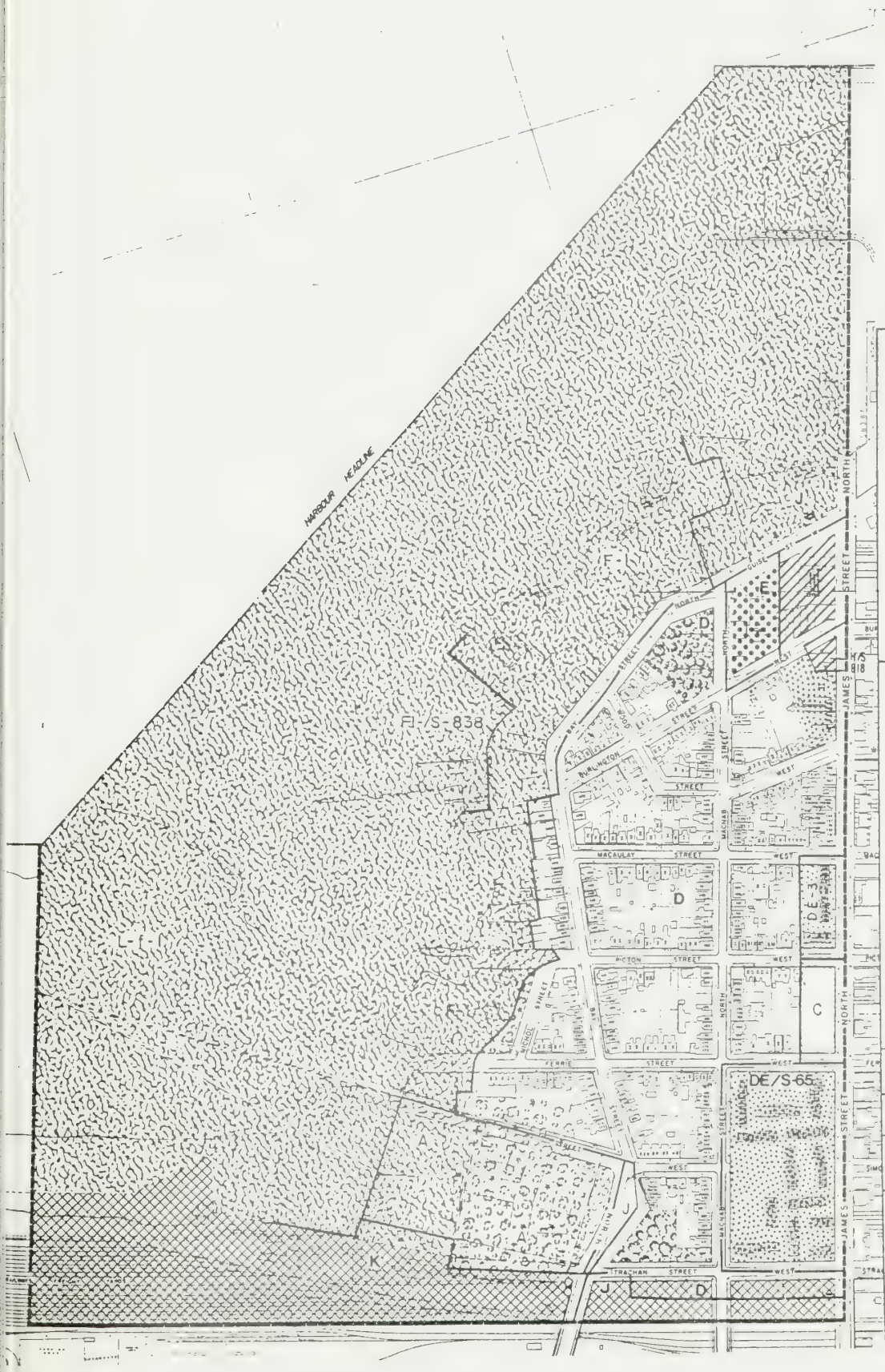
FEBRUARY 1971	NOV 3 1975		
FEBRUARY 1972	MAY 1976		
FEB 6 1973			
MAY 3, 1973			
APRIL 26, 1974			
MAY 27, 1975			

CITY OF HAMILTON
PLANNING DEPARTMENT

NORTH END EAST
APPROVED PLAN

NORTH

5B



NOTE:
THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE.. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALIT OF HAMILTON-WENTWORTH.

THIS AREA TO BE DEALT WITH IN A FUTURE OFFICIAL PLAN AMENDMENT PENDING DETERMIN-ATION OF JURISDICTION.

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts

COMMERCIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approvals
Planning Bd. MAY 12/76 Council JULY 27/76

Revisions
MARCH 1971
FEBRUARY 1972
DEC 28, 1972
MAY 10, 1973
MAY 28, 1974
DEC 17, 1975

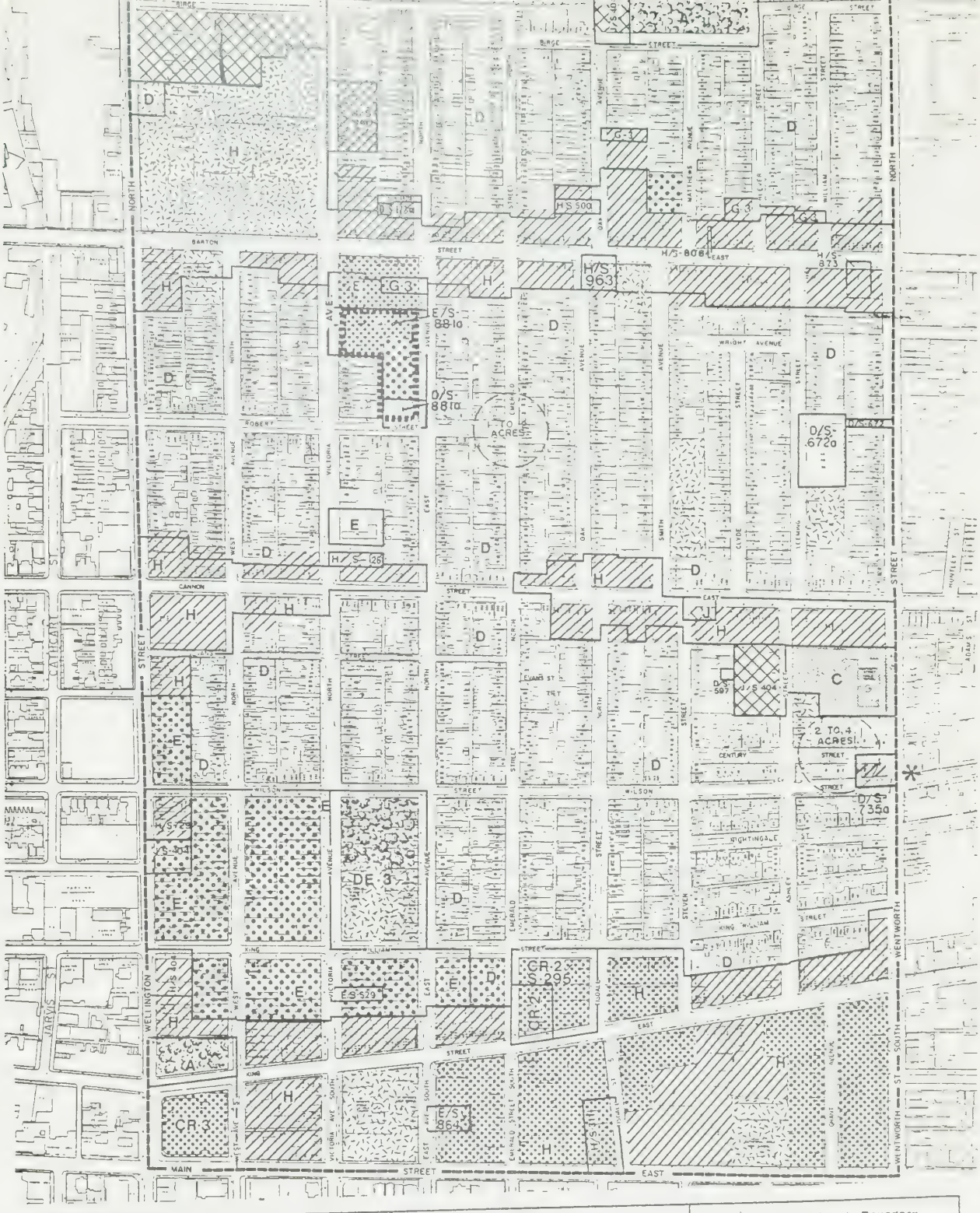
CITY OF HAMILTON
PLANNING DEPARTMENT

NORTH END WEST
APPROVED PLAN

NORTH

10

5C



approx acres — PUBLIC OPEN SPACE TO BE PROVIDED IN THE VICINITY OF THE DESIGNATED SYMBOL. THE PARTICULAR LOCATION TO BE DETERMINED WHEN FUNDS ARE AVAILABLE FOR ACQUISITION.

NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

* THAT PROPERTY CAN BE USED FOR PARKING FOR PERIOD OF 3 YEARS. (DATE APPROVED BY COUNCIL- OCTOBER 25, 1983)

** 448 BARTON ST. E. IS MODIFIED TO PERMIT THE MANUFACTURING OF CLOTHING

DAIRY OFFICE/STORAGE USE AND ANCILLARY PARKING WILL BE PERMITTED

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

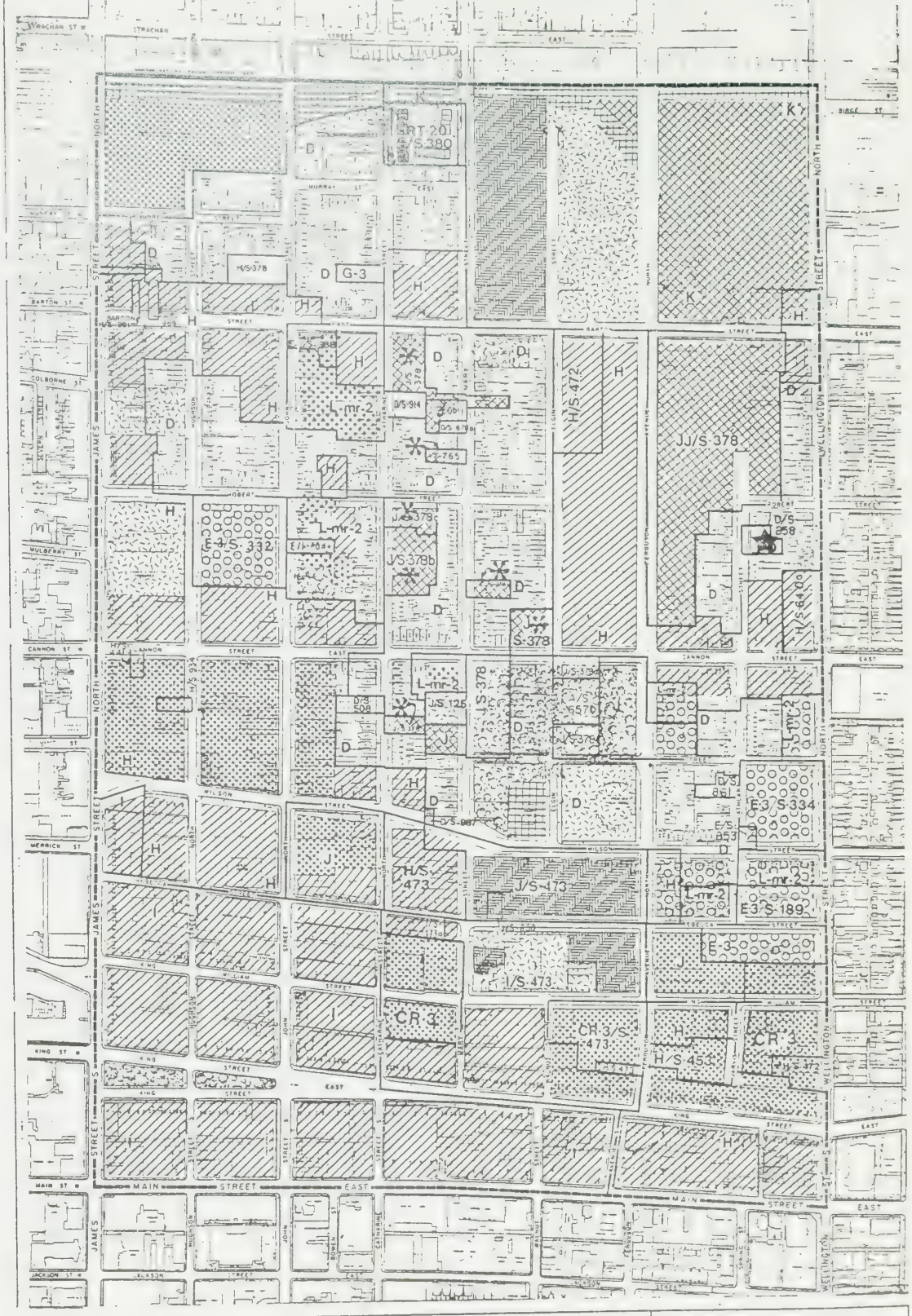
Approvals
Planning Bd. JUNE 21/73 Council NOV. 27/73
Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

LANDSDALE APPROVED PLAN

NORTH

5D



EXISTING POPULATION (1969) 5559
(1970) 5209
(1971) 5167
(1972) 5072
(1973) 4842
(1974) 4702
(1975) 4664
(1976) 4825

RT-20 NOTE: TEMPORARY PARKING (SEE ZONING APPL. 83-73)

NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE, FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

* NOTE: FUTURE USES ON THE SITE MAY BE INDUSTRIAL, COMMERCIAL OR RESIDENTIAL IN ACCORDANCE WITH THE CENTRAL AREA PLAN PERFORMANCE STANDARDS

LAND USE

RESIDENTIAL
- single & double
- attached housing
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL
INDUSTRIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES
COMM. & INDUSTRIAL

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approvals
Planning Bd. Council

Revisions
SEPT 28,1977
OCT 28,1977

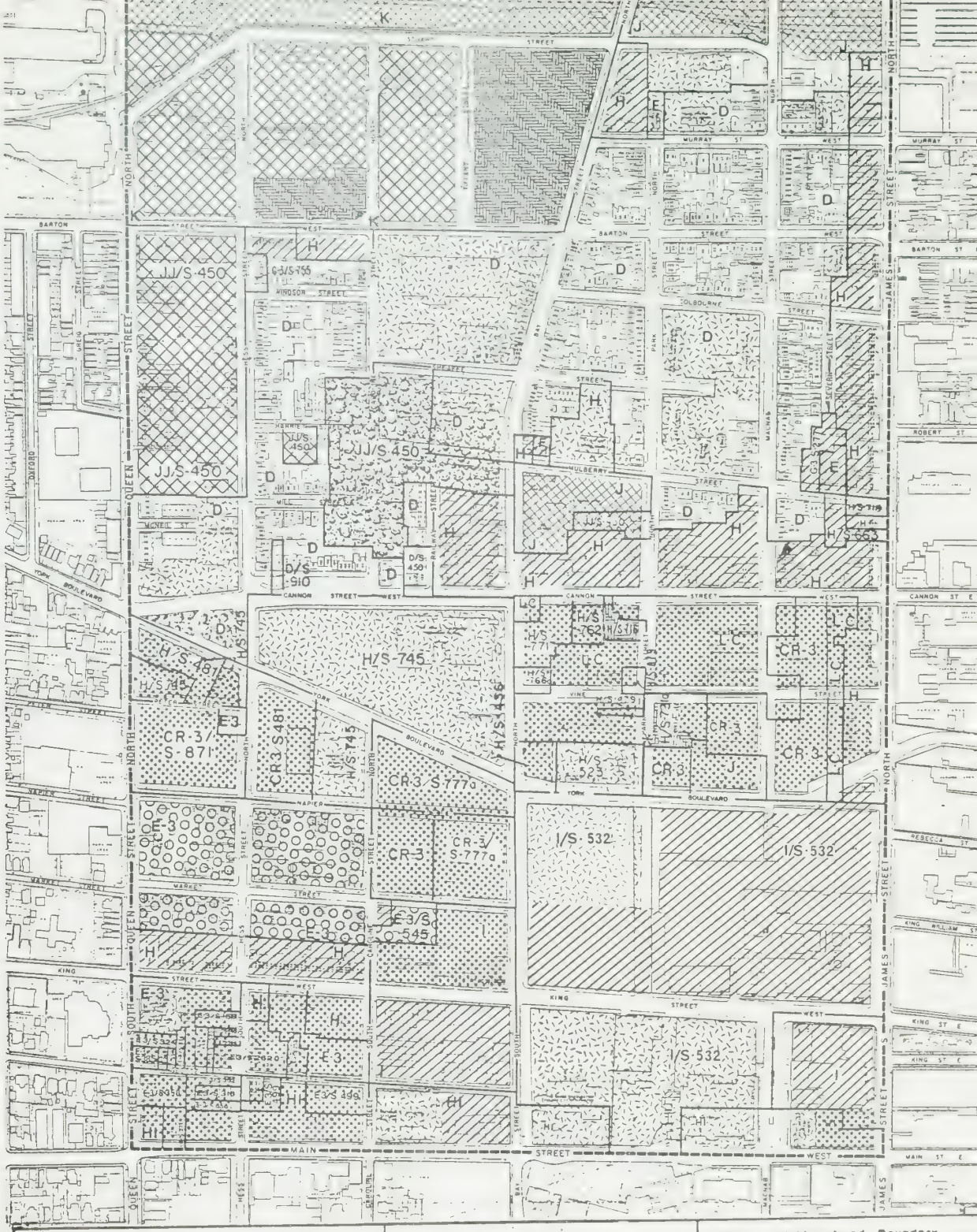
CITY OF HAMILTON
PLANNING DEPARTMENT

BEASLEY
APPROVED PLAN

NORTH

10

5E



NOTE:

THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

* EXISTING INDUSTRIAL USE ONLY

LAND USE

RESIDENTIAL

single, double & attached housing

high density apts.

commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

UTILITIES

COMMERCIAL & INDUSTRIAL

Neighbourhood Boundary

Zoning Boundary

Staging of Development Boundary

Approvals

Planning Bd. MAR.1/73 Council JUNE 12/7

Revisions

February	1971	MARCH 5,	1974
June	1971	JULY 25,	1974
February	1972	MARCH	1975
December	1972	JAN. 12,	1976
February	1973	MAY,	1976
July	1973		

CITY OF HAMILTON

PLANNING DEPARTMENT

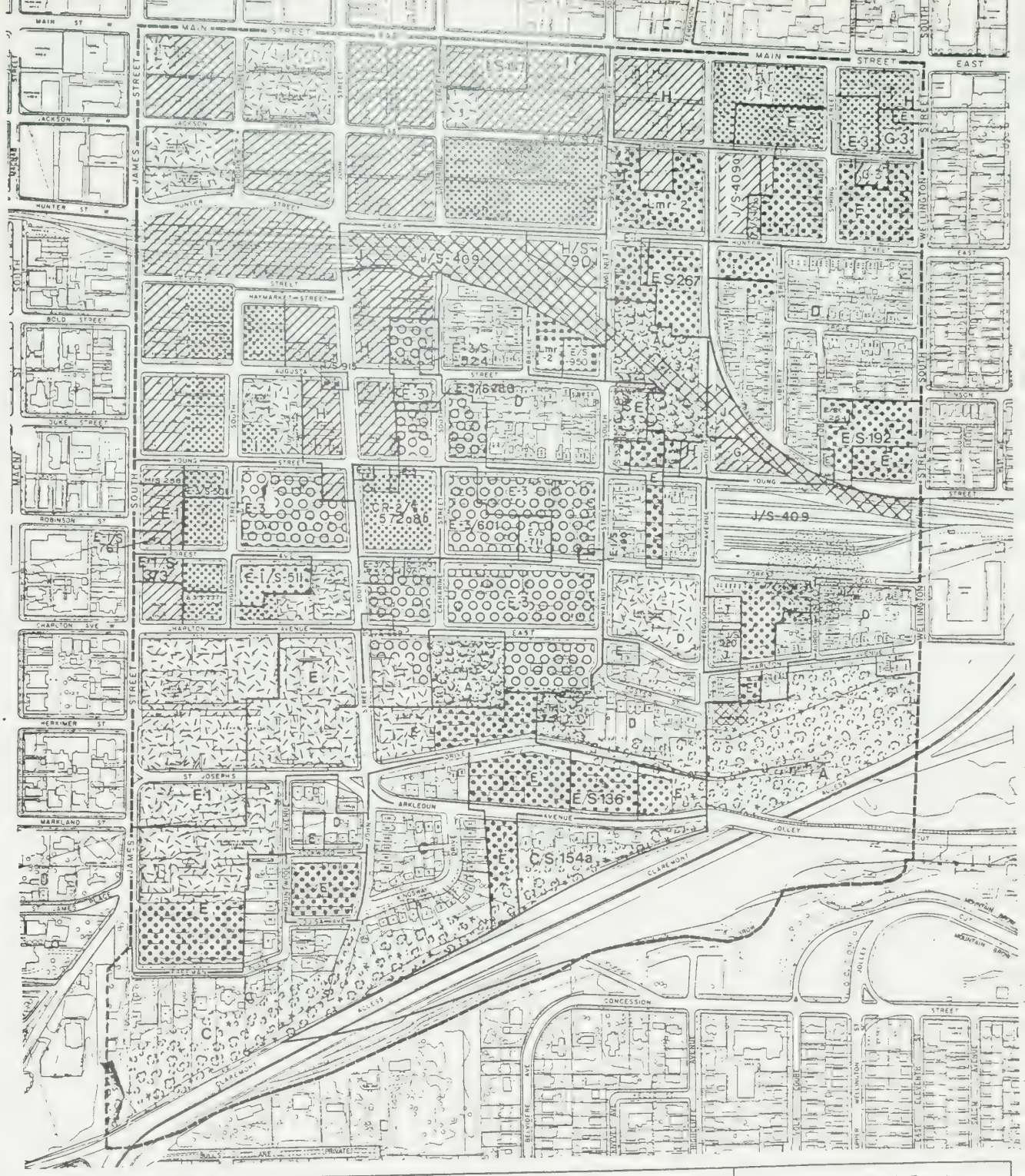
CENTRAL

APPROVED PLAN

NORTH

SCALE IN FEET

5F



2 Acres of Neighbourhood Park Open Space to be located in this area.

NOTE:

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LAND USE

RESIDENTIAL

- single, double & attached housing
- medium density apts.
- high density apts.
- commercial & apts.
- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals

Planning Bd. JUNE. 21/73 Council NOV 23/73

Revisions

MAY 1972			
MARCH 29, 973	MARCH 973		
JUNE 1973	AUG 28 973		
JAN 2 974			
FEB 2, 1974			

CITY OF HAMILTON
PLANNING DEPARTMENT

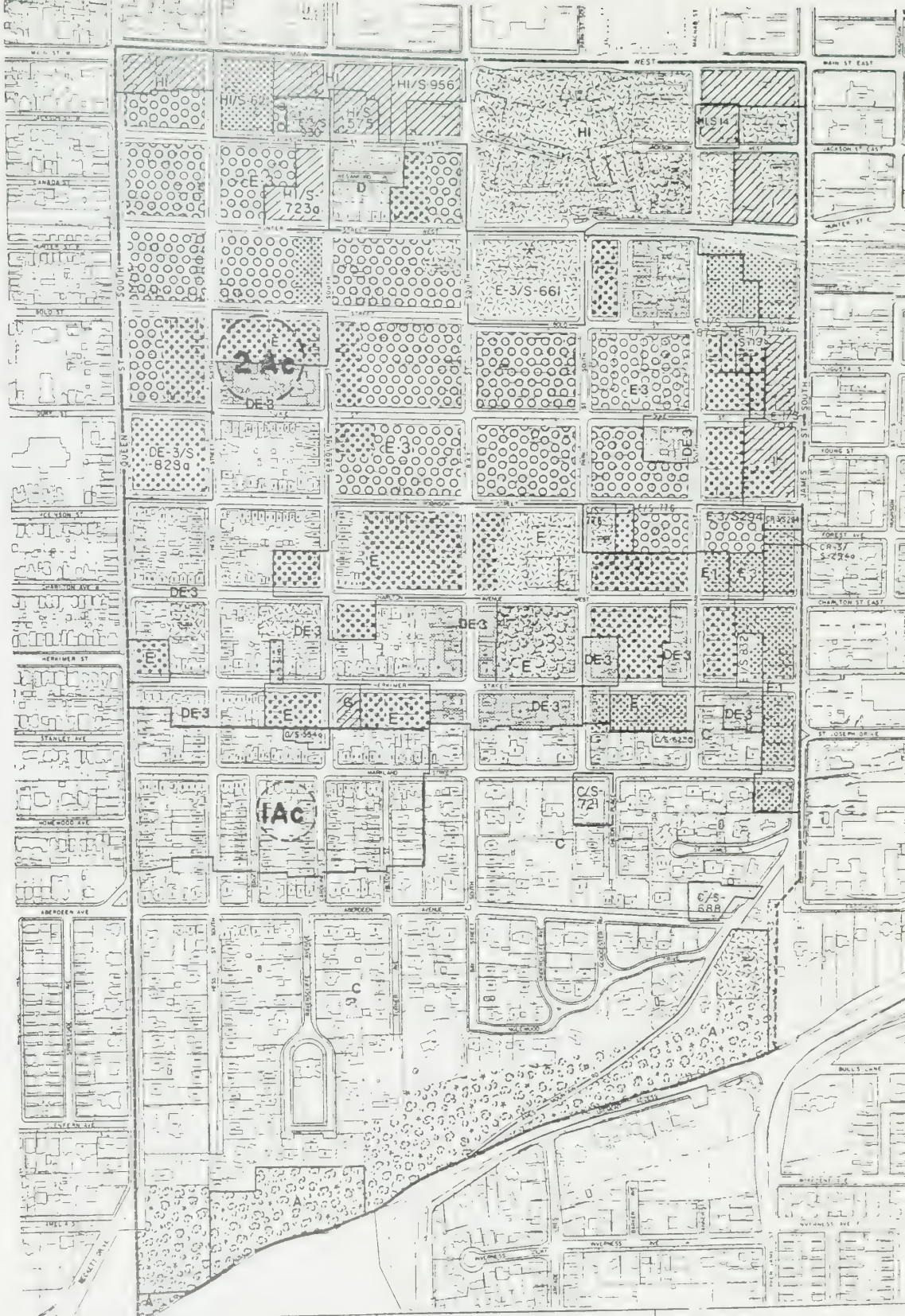
CORKTOWN
APPROVED PLAN

NORTH

SCALE IN FEET

31

5G



NOTE

* SECOND FLOOR OF SCHOOL CONVERTED AND USED FOR BUSINESS AND PROFESSIONAL OFFICES - OFF-STREET PARKING PROVIDED ON PROPERTY

(Ac) PUBLIC OPEN SPACE TO BE PROVIDED IN THE VICINITY OF THE DESIGNATED SYMBOL. THE PARTICULAR LOCATION OF WHICH SHALL BE DETERMINED AT SUCH TIME AS FUNDS ARE AVAILABLE FOR ACQUISITION

NOTE:

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FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

LAND USE

RESIDENTIAL
- single, double & attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals
Planning Bd. NOV 16/73 Council DEC 18/73

Revisions

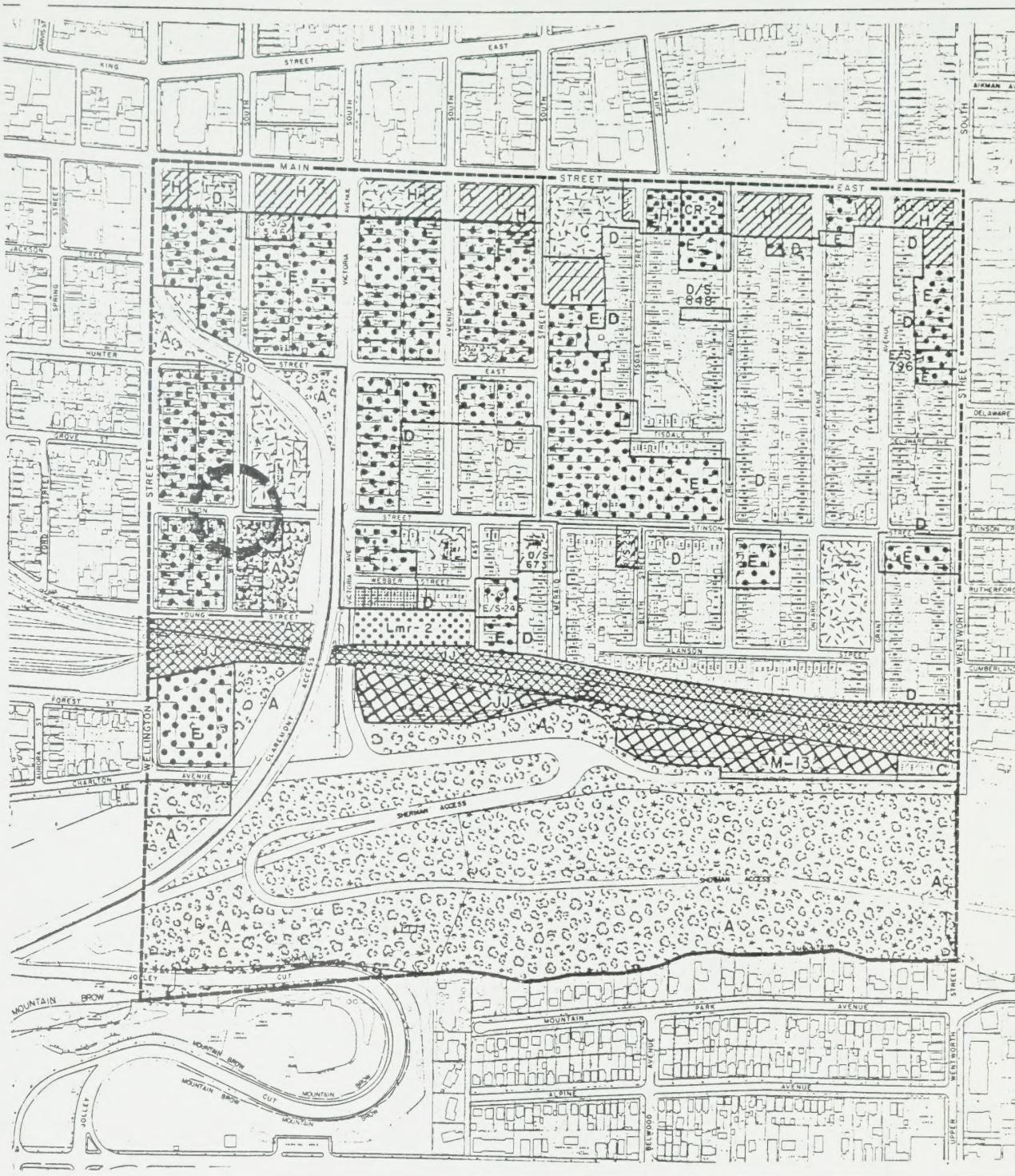
FEBRUARY 1972	MARCH 1973		
APRIL 1973			
JUNE 13, 1973			
AUG 27, 1974			
MAY 1, 1975			

CITY OF HAMILTON
PLANNING DEPARTMENT

DURAND
APPROVED PLAN

NORTH

5H



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POSSIBLE LOCATION FOR FUTURE EXPANSION OF COMMUNITY RECREATION FACILITIES. (TENNIS COURTS, ARENA)

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apts.
- medium density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approvals
Planning Bd. FEB 12/75 Council JUNE 24/75

Revisions

MARCH 1971			
MAY 1972			
NOV 10, 1972			
MAY 31, 1973			
JUNE 1975			

CITY OF HAMILTON
PLANNING DEPARTMENT

STINSON
APPROVED PLAN

NORTH

SCALE IN FEET

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